

Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

OXFORD - ST MICHAELS STREET: PROPOSED PERMANENT PROHIBITION OF VEHICLES AT EAST END OF STREET

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the prohibition of all vehicles from its junction with Cornmarket Street westwards for approximately 50 metres but as an experimental rather than permanent order noting the concerns raised. This would allow potential actions to mitigate the impact of the closure on cyclists to be investigated – as set out in paragraph 12.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to make permanent the provisions of a temporary traffic regulation order (made under the Department for Transport COVID regulations) prohibiting all vehicles using the 50 metre length of the street west of its junction with Cornmarket Street to enable outdoor seating to be provided for the adjacent hospitality businesses. This proposal has been received from Oxford City Council's Business Liaison Officer at the request of the adjacent businesses with the intention - should the proposal be approved – for the permanent measures to be in force before the expiry of the current temporary order on 3 March 2022. Exemptions to the restrictions would apply to emergency service vehicles and for vehicles requiring access to adjacent premises.

Financial Implications

3. Funding for consultation on the proposals has been provided by Oxford City Council, who will also fund implementation should they be approved including modifications of the layout to facilitate the passage of wheelchairs and pedal cycles which are being pushed along the length of the proposed restriction. Potential ameliorative actions identified in this report would require staff resources and additional funding.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals. The proposal includes a commitment for the detailed

layout to be amended to facilitate the passage of wheelchairs and pedal cycles which are being pushed along the length of the proposed restriction.

Sustainability Implications

5. Whilst assisting local businesses, the proposals raise issues for sustainable modes of transport.

Consultation

6. Formal consultation was carried out between 11 November and 10 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, pedestrian and cycle groups and local County and City councillors. Additionally, street notices were placed on site in the immediate vicinity and letters sent directly to approximately 100 properties in the area.
7. Seventy-three responses were received during the course of the consultation period. 25 in support (34%), 17 objecting (23%), 29 expressing concerns (40%) and two neither supporting nor objecting. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police expressed no objection to the proposals providing the burden for enforcement does not fall to the Police.

Wider policy issues

9. St Michael's Street, combined with Ship Street, is an alternative cycle route for cyclists across the city in an East-West direction when Broad Street is closed to cycle traffic for an event such as the Christmas Fair. Thirty nine of the 44 concerns or objections raised by respondents related to access by cycle through the street.
10. Comments included that there are only two east-west cycle routes across Oxford city centre and both these routes have challenges. Eight respondents mentioned that Queen Street is closed all day and thirteen specifically mentioned that Broad Street is frequently obstructed by markets and events. Three mentioned that St Michael's Street was on the designated safe cycle route for children going to Swan School.
11. The Oxford Local Cycling and Walking Plan (LCWIP) sets a target to increase cycling in Oxford by 50% by 2031. Cycle improvements are based on creating a comprehensive and continuous cycle network including cycle routes across the city centre. In particular, the most direct link from Oxford train station to East Oxford and Headington passes through the city centre.
12. One approach to the TRO could be to delay the decision to allow more time for actions to be explored in response to the issues raised regarding the role

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of St Michael's Street in the east-west cycling options. These could include at least a review the use of Broad Street and to declare it a priority route for cycling open to cyclists continuously without any interruption, so that it is only closed to cycling in exceptional circumstances. This would require events such as the Christmas Market to accommodate a cycleway of suitable width.

13. It is also considered that plans for individual streets, other than short-term/temporary schemes, should be developed within an agreed framework for how those streets will function for different modes.

14. Delaying approval, however, would mean that outdoor seating would cease from 4 March. In view of this, it is recommended to proceed with an experimental Traffic Regulation Order with the same provisions as the proposals as advertised but with the experimental order being very easily modified or terminated as further work progresses on cycle provision in the city centre and also taking account of the modification of public health advice and restrictions during the current pandemic, which may impact on the adjacent hospitality businesses.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

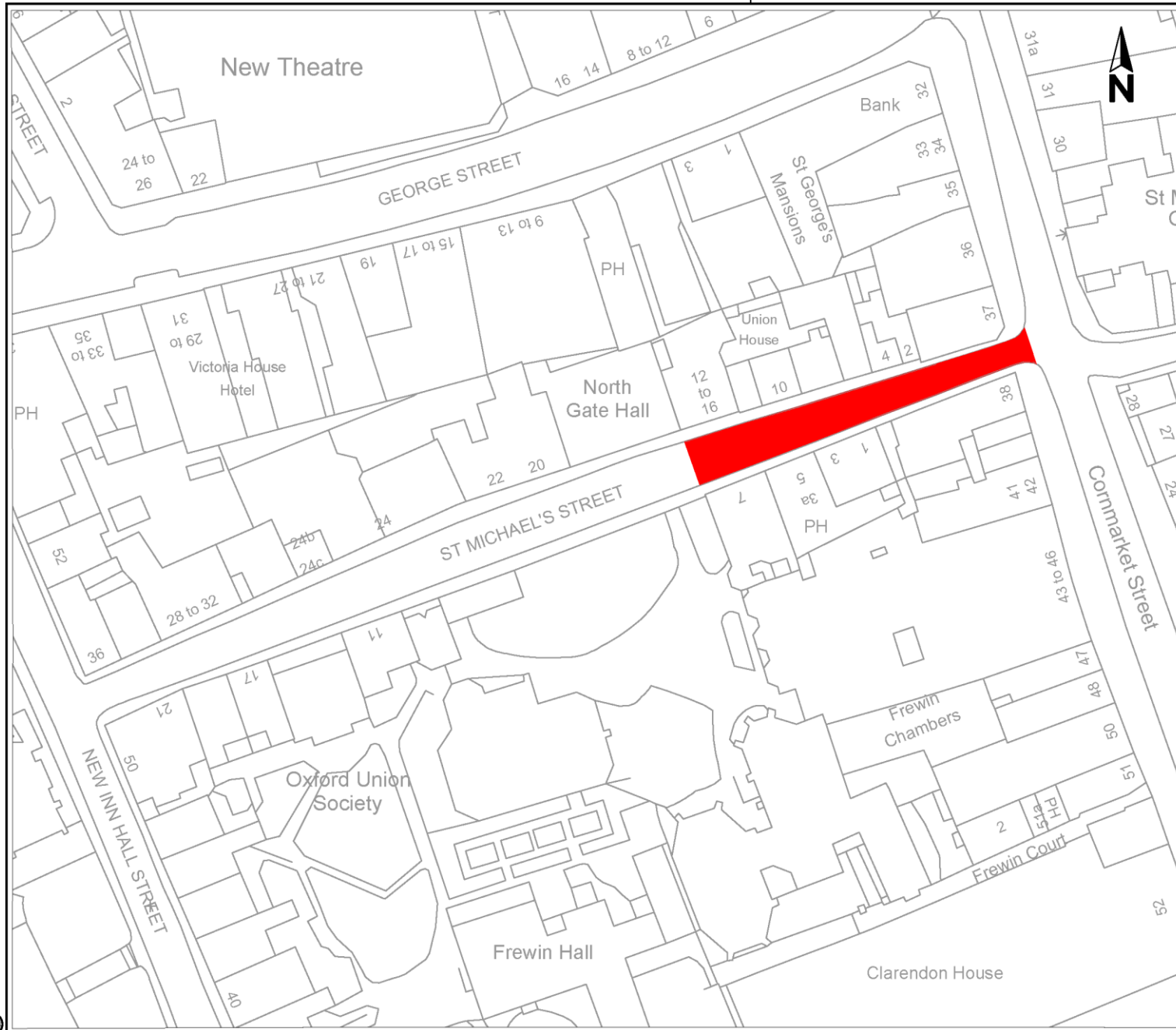
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January 2022

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Drawing No.		Revision 0	
Key			
		Prohibition of Vehicles	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
OXFORDSHIRE COUNTY COUNCIL Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (0)1865 241577			
Project title			
PROHIBITION OF VEHICLES			
Drawing title			
OXFORD ST. MICHAEL'S STREET			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	11/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>No objection – In principle I do not object providing the burden for enforcement does NOT fall to the Police.</p> <p>Our priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> <p>Perhaps you could confirm what measures will be included to ensure this restriction is self-enforcing, again looking towards the new powers afforded to you by Part 6 of the Traffic Management Act. I understand that many like restrictions within the City suffer poor compliance by the two wheeled motor vehicle and this needs to be addressed if pedestrian safety is to be achieved.</p>
<p>(2) Local County Cllr, (Jericho & Osney division)</p>	<p>Support - The pedestrianisation has greatly benefited local businesses. It has also made the street much pleasanter for pedestrians and cyclists, with much better air quality. It will encourage active travel and I hope it will provide more space for cycle parking.</p>
<p>(3) Oxford City Cllr, (Holywell ward)</p>	<p>Support – I'm writing to you to formally support the proposal to make permanent the motor vehicle exclusion on the eastern end of St Michael's Street. I hope that the consultation is successful and that we can keep the increase in our pedestrianised area.</p>
<p>(4) Oxford City Cllr, (Carfax & Jericho ward)</p>	<p>Support – The TTRO has not only benefitted local businesses, but it has improved safety for pedestrians. It has also had a hugely positive impact on the atmosphere of the street, highlighting the benefits of a vehicle-free city centre. A number of local residents have expressed their support to me for the increased seating for local businesses and square-like quality it affords the city centre (with reference to this and similar schemes).</p>

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<p>(5) Local County Cllr, (University Parks division)</p>	<p>Support – I fully support this as I have heard only good things about the pedestrianisation of the street and the use of table licenses. I note that the order allows for the street to be used by cyclists who are wheeling their bikes, which is good. I have two questions:</p> <ol style="list-style-type: none"> 1. Are the table licenses presently only until 6? 2. Presumably the exemptions are basically moot when tables are out during the day, as they block the road? <p>I suppose traffic will plunge down further when the ZEZ finally comes in.</p>
<p>(6) Local group/organisation, (Unlimited Oxfordshire)</p>	<p>Object – Unlimited Oxfordshire is a Disabled People’s Organisation run by and for disabled people. We object to the proposed order. The county council's statement of reasons says that the proposed order ... 'is being introduced to facilitate the continued safe use of tables and chairs by the adjacent hospitality businesses.'</p> <p>We have collected evidence to support our objections. We have visited this location on several occasions whilst the current order was in force. We visited at different times of year and in different weathers. We have had discussions with City and County Council offices. The current arrangements are in our view unsatisfactory and potentially hazardous. They do not in our view facilitate the continued safe use of tables and chairs by the adjacent businesses.</p> <p>Both of the footways are narrow and at different points slope down towards the carriageway. Both are frequently obstructed. We are aware that officers have spoken to individual members of staff at different businesses, but the obstructions return. Clearly the message has not got through to every member of staff at every business and nor is it likely to. In addition, there is a particular hazard on the southern footway where there is an open and steep set of steps leading down to a cellar (Three Goats Pub). The nature of these footways and of this street is that before the making of the order, wheelchair users, visually impaired people and other people with mobility and sensory impairments would have use the carriageway rather than at the footway.</p> <p>Potential revisions to the scheme – Our objections would be met by the provision of a suitably wide entrance to the area with tables and chairs between the planters at either end of the area. This would be supplemented with a clearly cordoned off route down the centre of the carriageway for wheelchair and mobility scooter users and other people who need unimpeded access. This would have the benefit of allowing easy access to the outdoor seating whereas at present such access is difficult. In our view this could be achieved by an amendment to the draft order making provision for such a route together with appropriate signage and perhaps road markings.</p>

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<p>(7) Local group/organisation, (Cyclox)</p>	<p>Object – While supporting the removal of motor vehicles we are concerned that the closure will remove on more east-west route for cycling across the city centre. In the run up to Christmas closure of the west end of Broad St for Christmas market means losing all east-west routes. Ship Street and St Michael’s Street offered an unsatisfactory alternative but with the closure of St Michael’s St there are no routes available. While the markets and other events occupy the west end of Broad Street we wish to see a clearway for cycling in Broad St. If cyclists have to use Market St and can’t use St Michaels Street then cyclists must be allowed to use the north end of Cornmarket between George St and Ship St. We therefore object to the closure in the absence of an alternative east-west provision for cyclists.</p>
<p>(8) Local Resident, (Oxford, Beaumont Rd)</p>	<p>Object - Broad St will be closed and Queen St is always closed to cycles so there will be no East West cycle route.</p>
<p>(9) Local Resident, (Oxford, Belvedere Road)</p>	<p>Object - Access is denied for delivery services and other transport hubs</p>
<p>(10) Local Resident, (Oxford, Boundary brook Road)</p>	<p>Object - Will cause heartache first for the residents getting to and from their homes also will cause major problems for other road users and will cause traffic pollution and congestion in other places causing traffic pollution in those areas</p>
<p>(11) Local Resident, (Oxford, Charlbury Road)</p>	<p>Object - I object because the route East<>West across the city centre needs to be kept open at all times, 24/7/52, for micro-mobility vehicles that are ridden. Riders should not be forced to dismount because of this TRO. I also object because the proposed regulation is ambiguous and badly drafted. Regarding the drafting: Proposed 46 (1) as drafted does not apply to pedal cycles or unpowered scooters, since they are not "motor vehicles". So why does 46(2), which would specifically *permit* pedal cycles, scooters and e-scooters to be *pushed* through the prohibited zone, but not *ridden/driven*, need to mention pedal cycles and unpowered cycles? If the intention *is* to prevent pedal cycles being ridden through the prohibited zone, then I *object strongly*, because: St Michael's Street is an essential artery EAST<>WEST through central Oxford when parallel routes are closed to pedal cycles and scooters. It links East Oxford with, for instance, the Rail and Coach stations, and other destinations in central and west Oxford. I use it from time to time myself, so this is a personal issue for me as well as a policy issue. Nowadays parallel routes become blocked to cycles quite often during the year, for example when market stalls block Broad Street at the Christmas festival or at frequent other times. Queen Street is not an alternative because cycling is prohibited there between 10 a.m. and 6 p.m. daily: ditto Cornmarket, so the alternative of cycling to the George Street</p>

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	<p>junction to reach George Street is prohibited in the daytime. If proposed 46 (1) means what it says in the draft TRO, then I nevertheless still <i>*strongly object*</i> because e-bikes and e-scooters will be caught by the TRO and will be prevented from being ridden, even though riding of pedal cycles or unpowered scooters would be allowed because not motorised. Electric-assist cycles and scooters should not be penalised in this way I <i>*strongly object*</i> to taxis being exempt from the TRO. See proposed (46A (2) (a)). Many of them are still very polluting. Also, even if they comply with the future ZEZ regulations, a vehicle the size of a taxi will be much more disruptive of on-street tables and chairs put out by hospitality businesses than any micro-mobility vehicle would ever be. I also object to "exempt vehicle" in proposed 46A (2) (b) not being defined.</p>
<p>(12) Local Resident, (Oxford, Crescent Road)</p>	<p>Object - There are only 3 west-east cycle routes across Oxford City Centre, e.g. for all the residents of East Oxford going to the train station. You can't cycle along Queen Street all day 10am -6pm so that leaves 2 The council permits events in Broad Street (such as Xmas fair) which block the whole route so that leaves 1. St Michael Street - ship Street is often the only way east-west for cycling. Now that is blocked, cyclists have no route across the city centre. Has an assessment of the impact on cycling been undertaken?</p>
<p>(13) Local Resident, (Oxford, Cricket Road)</p>	<p>Object - St. Michaels Street is a safe cycle alternative to George Street and a mandatory marked cycle lane should be maintained here. It can be done with suitable barriers beside tables and chairs.</p>
<p>(14) Local Resident, (Oxford, Cumnor Hill)</p>	<p>Object - This road should remain open at all times for cyclists. St. Michael's Street has been a public thoroughfare for over 1200 years, since the Saxon burgh was founded, and should not be closed to all traffic just for the benefit of an adjoining business. I agree with closure to motor vehicles as they would emerge into Cornmarket which is (and should remain) closed to all vehicles because of the overriding public benefit that results.</p>
<p>(15) Local Resident, (Oxford, Florence Park Road)</p>	<p>Object - Documents mention prohibition of motor vehicles but also seem to be prohibiting cyclists from cycling down the street. I'm happy to ban motor vehicles but this must be kept open for bikes to be ridden - not pushed. There are so few ways to cycle across the city by bike. Active travel is good and should be encouraged. Every time a cyclist has to get off their bike, or can't get from A to B without a big detour round C, or getting off and pushing past pedestrians,</p>

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	<p>tables, etc. deters people from cycling. It's also unpleasant for pedestrians and those dining - a person pushing a bike takes up a lot of room. Don't make it any harder than it already is to cycle around the city. Good through routes make much more of a difference to encourage cycling than any number of painted lines or other gimmicks.</p>
<p>(16) Local Resident, (Oxford, Home Close)</p>	<p>Object - I object, because the current arrangement has blocked the road for bicycles, for whom it is one of the few East-West routes, and made it difficult for pedestrians, especially vulnerable pedestrians in wheelchairs, for whom it is effectively blocked because of the obstructed street and narrow footways.</p> <p>I would in principle support the prohibition of motor vehicles, but sadly not in its current state, in which the road is entirely blocked.</p>
<p>(17) Local Resident, (Oxford, Howard)</p>	<p>Object - The removal of the only quiet E-W cycling route in the city centre is completely unacceptable. If cycling is allowed on Queen St and the buses/taxis are shifted from George St to Beaumont St, then blocking the St Michaels cycling route would be acceptable.</p> <p>Anyone supporting this needs to cycle at busy times of day on Broad St (or St Aldates to reach Pembroke St) with a small child alongside.</p>
<p>(18) Local Resident, (Oxford, Hugh Allen Crescent)</p>	<p>Object - Oxford is meant to be a cycling city - this for as long as I have lived in Oxford was a main cycling route through the city and relatively car free. it is almost now impossible to walk a bicycle through the area due to the tables and chairs that block the way.</p>
<p>(19) Local Resident, (Oxford, Hunter Close)</p>	<p>Object - Loss of disabled parking</p>
<p>(20) Local Resident, (Oxford, Magdalen Road)</p>	<p>Object - I am happy with the prohibition of motor vehicles (and long may it continue) but I don't appreciate the street also being closed for cycling. It is a good route for avoiding George Street if you aren't a confident cyclist and fear being squished by a bus.</p>

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<p>(21) Local group/organisation, (Oxford, Southfield Road)</p>	<p>Object - Given the closure of the west end of Broad St for the Christmas market, there will be no east-west cycle route through the City. This is likely to be the case at other times of year also when there are events in Broad Street. Market Street and St Michael's Street are generally difficult to navigate on a bike owing to the need to cross Cornmarket and the cafes on St Michael's. With the closure of St Michael's St there are no cycle routes available.</p>
<p>(22) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Object - We support the prohibition of motor vehicles to create a space for the public to enjoy the space and dine, but object to implementation on the current basis as there are problems with the current layout.</p> <ul style="list-style-type: none"> * Most importantly, it is effectively impossible for people with wheeled mobility aids such as wheelchairs or mobility scooters to navigate the space and get from St. Michaels Street to Cornmarket Street. * It is very difficult to get through the space with a buggy or pram, particularly if another is coming the other way. (See https://twitter.com/OxfdPedestrians/status/1461675490834624515) * We need at least one safe, motor-free or fully segregated East-west cycling route across Oxford. This, with Ship Street (and onward) is a candidate. Others are George Street/Broad Street or Queen St/High St. Which is it to be? This would be quick to implement if the eating area allowed space for cycles to pass and there was a cycle lane permitted across Cornmarket Street. (We prefer George St/Broad St)
<p>(23) Local Resident, (Oxford, Hugh Allen Crescent)</p>	<p>Concerns - Only motor vehicles should be blocked. Cycles, wheelchairs, buggies, scooters, and skateboards should be allowed. The block should be designed such as to not block those type of vehicles.</p>
<p>(24) Local Resident, (Oxford, Norreys Avenue)</p>	<p>Concerns - As Cornmarket is closed after 10am till 6pm - this is the obvious quiet route for a cyclist to get through the city from the south. There needs to remain a dedicated cycle lane cordoned off on one side, with the rest then for pedestrians and the outdoor eaters. There should be room for both.</p> <p>I regularly cycle along New Inn Hall Street, turn right onto St Michael Street cross Cornmarket and down Ship Street. Whilst I support the outdoor eating, no thought is given to where cyclists go even if we dismount. Often I have two heavy panniers of shopping or stuff on either side of my bike and bumping up onto a curb (as to turn into a pedestrian I have to do this if the pavement is lowered). I then have to wiggle my way through the people eating, feeling like an unwelcome person. When in fact I am not using my car to get around Oxford. There just need to be segregation and a way of getting along the street (particularly as there is a bike shop and bike racks there) without having to become a pedestrian and push the bike.</p>

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<p>(25) Local Resident, (Oxford, Belvedere Road)</p>	<p>Concerns - Blocks one of the few east - west cycle route across central Oxford. Although I'm supportive of such closures normally. My objection would be removed if the annually really annoying placement of the Christmas market on Broad Street was moved from the narrowest point (and hence blocking the easiest east west cycle route) to one of the wider bits. Broad Street has far too many acres of tarmac (I'd rather it was a bit of park - permanent 'meadow' please!) but as it is all tarmac there is huge scope to allow the Christmas market to be repositioned in a way that doesn't deliberately block this cycle route. And then do close off St Michaels Street as it's much less ideal cycle route as it's narrowness means it not a really a good place to mix cyclists and pedestrians.</p>
<p>(26) Local Resident, (Oxford, Boults Lane)</p>	<p>Concerns - As a 90-year-old I need to avoid motor traffic as much as possible. If cycling from east to west - e.g. from Marston to Westgate - much the least dangerous is via Parks Road - Broad Street - Turl St - Market St - St Michael's Street - New Inn Hall St. Severing this at St Michael's Street will be disastrous.</p>
<p>(27) Local Resident, (Oxford, Briar Way)</p>	<p>Concerns - I am concerned about the prospect of a useful east-west route through the city being closed to people on bikes. This is a particular issue when Broad Street is closed for markets.</p>
<p>(28) Local Resident, (Oxford, Bullingdon Road)</p>	<p>Concerns - I support the road being closed to cars, vans and mopeds but I think that pedal bikes should still be allowed to use this street to promote active travel.</p>
<p>(29) Local Resident, (Oxford, Burrows Close)</p>	<p>Concerns - While I support barring motor vehicles as per the TRO, I would like to see 46. (1) a amended to permit pedal cycles to be ridden through the entire length of St Michaels Street - in as far as is reasonable, I would like to see the council maximise provision for cycling instead of driving.</p>
<p>(30) Local Resident, (Oxford, Cordrey Green)</p>	<p>Concerns - I support the road being closed to motor vehicles but not bicycles. With bikes blocked from using Queens St in office hours there are few routes in that direction abs closing St Michael's street would remove a relatively safe cycle option.</p>
<p>(31) Local Resident, (Oxford, Cornwallis)</p>	<p>Concerns - this only favours some Commerce, not to the population that needs to travel along the path that today is full of tables in the street!</p>

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<p>(32) Local Resident, (Oxford, Cosin Close)</p>	<p>Concerns - i am a wheelchair user. one side of the whole length of this road must be kept clear for wheelchair users and partially sighted people. the pavements are too narrow and often blocked by bikes or other stuff like A boards or shop stuff. impossible to social distance on pavements.</p>
<p>(33) Local Resident, (Oxford, Crescent Road)</p>	<p>Concerns - In general I support the proposal (and have used the space provided for outdoor dining myself) - but I think that a through route should be constantly maintained for people with buggies, wheelchairs, cycles etc.</p>
<p>(34) Local Resident, (Oxford, Elm Tree Close)</p>	<p>Concerns - The lack of provision to allow cyclists to pass through this section is problematic. This is especially true when cyclists are being diverted via Ship Street (to accommodate the closure of Broad Street - currently for the Christmas market), as the current diversion path requires cyclists to return to George Street via Cornmarket street, but cycling is prohibited on Cornmarket Street 10am-6pm. It would make far more sense for cyclists to be able to traverse this closed section of St Michael's Street, as this would only require cyclists to cross the pedestrianised street, rather than to cycle along Cornmarket Street.</p>
<p>(35) Local Resident, (Oxford, Grove Street)</p>	<p>Concerns - I support reduction of motor vehicles in St Michael's Street. However, there needs to be space for disabled people and pedestrian to get through. Also, there needs to be consideration of east-west cycle routes through the city centre. When Broad Street is also blocked (as it is now) there is a long diversion for cyclists who are trying to get through the city centre.</p>
<p>(36) Local Resident, (Oxford, Hill Top Road)</p>	<p>Concerns - The route from High St to Worcester St is quite difficult by bike, one good possible route would be by Ship St and St. Michaels St. The route out of Broad St to George St is quite difficult as it is frequently blocked by buses or taxis who assume priority. During Covid I was more than happy to see the St supporting local business, now I would like to see good use of the limited infrastructure to support cycling if possible.</p>
<p>(37) Local Resident, (Oxford, Howard Street)</p>	<p>Concerns - There does not appear to be any joined-up thinking between the County and City on how to provide E-W and N-S routes for cyclists across the city centre. For E-W, Queen Street and Cornmarket are prohibited 10am-6pm every day, Broad Street is regularly blocked by events, and St. Michael Street is now proposed for closure. The only reliably open E-W routes from the High Street to the Botley Road then are either St. Aldates - Pembroke Street – St. Ebbes - Queen Street, or Parks Road - Museum Road, Lamb & Flag Passage, St. Giles, Beaumont Street; neither is great. Similarly, S-N from the High Street to Jericho, requires Parks Road - Museum Road - Lamb & Flag passage,</p>

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	<p>then cross St. Giles. Quickways to get in and out of the city centre will be great, if implemented, but badly let down if you then have to get off and walk or go some circuitous route if needing to cross the centre, for example to get to the Railway Station which is a key destination for cyclists. Permitting cycling on Queen Street and Cornmarket is the obvious solution, with the bans on cycling there regularly flouted anyway because they are so inconvenient and the alternatives are so poor.</p>
<p>(38) Local Resident, (Oxford, Hurst Rise Rd)</p>	<p>Concerns - it should be re-opened to cyclists. Even if it is not open while the cafes are serving, there is no reason to leave it closed to cycles at other times.</p>
<p>(39) Local Resident, (Oxford, Hurst St)</p>	<p>Concerns - Cycle route needed</p>
<p>(40) Local Resident, (Oxford, Iffley Turn)</p>	<p>Concerns - 'I'm a cyclist and I would like to pass though the east end of St Michael's, to access places along that street and to avoid George street, which has an intimidating nature to it - roaring buses etc. I accept that this is part of the pedestrianised Cornmarket St. zone, so dismount and walk through. To do that safely (for me and others) it needs a width similar to two people walking next to each other, without having to resort to the footway. In its current form - which I expect will be roughly what the permanent form will be - this is overly inconvenient. Problems: - the barriers at the West end of the zone (5 planters and a rubbish bin) are very difficult to get past. - the cafes have placed their tables leaving narrow gaps - when it's busy it arouses a bit of conflict.</p> <p>I expect there were some guidelines set for table placement - were they sensible, are they public, has compliance been spot checked?</p> <p>I wonder how less able people cope with the setup - I'm thinking of wheelchair users and perhaps a parent with a double pushchair, as my family once used - I would have had to turn back in its current arrangement.</p> <p>Please make sure the permanent barricading structures are passable by: - dismounted cyclists, particularly the less confident who are coming this way to avoid the intimidating streets - wheelchair users</p> <p>If the footway is part of the "passability" then work is need to make kerbs mountable without lifting. Please make the demarcation of the cafe use explicit so that no one is in doubt - neither the cafes or the passing road</p>

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(41) Local group/organisation, (The Swan Travel Action Group, Marston Ferry Road)	<p>Concerns - (STAG) is a group of parents and governors at the Swan School who are keen to make sustainable travel to school as easy, fun, and safe as possible for all.</p> <p>One of the things we do is produce recommended routes for children who wish to cycle to school. St Michael's Street is on the recommended route for children cycling between South Oxford and the Swan School.</p> <p>https://theswanschool.org.uk/wp-content/uploads/2020/08/STAG-Route-A-New-Hinksey-FINAL.pdf</p> <p>This route is used by many schoolchildren both morning and evening every day. Currently, the children have to get off their bikes and squeeze past tables and barriers blocking St Michael's Street. We are not against tables being put out on St Michael's, but please could it be opened to cycles again, and have one side kept free of tables and other clutter.</p> <p>There is no good safe alternative to St Michael's Street for this journey.</p>
(42) Local Resident, (Oxford, Monmouth Road)	<p>Concerns - I'm in favour of stopping motor vehicles from using St Michael's Street, but this is part of the route that children from South Oxford use to get to cycle to the Swan School, and it would help them hugely if it were kept open to cycles. There is currently no other East/West route through the city centre that is safe for children to cycle.</p>
(43) Local Resident, (Oxford, Osney Lane)	<p>Concerns - I support prohibition of motorised vehicles in St Michaels Street, but would like assurances that it remains as a safe and quiet cycleway for cyclists.</p>
(44) Local group/organisation, (Oxford Pedestrians Association)	<p>Concerns - 1) Wheelchair users can no longer get along the road to Cornmarket or from Cornmarket to New Inn Hall St. The alternative, going via George St, is crowded and dirty with lots of motorised traffic at times. 2) People cannot wheel bikes along the road between Cornmarket and the cycle repair shop on St Michael's St, so they wheel them along the pavements which are too narrow and busy for this to work. 3) The pavements either side of the closure are too narrow for practicality, comfort, and safety. This close to the city centre more space is needed for people walking with buggies or holding an arm etc.</p>

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	All this could be remedied by 2.5m space left free on what was the carriageway, this would ease the pedestrian bottlenecks and lack of accessibility, which the closure as it is currently represents.
(45) Local Resident, (Oxford, Percy Street)	Concerns - I frequently cycle from my home, off Iffley Road, to my doctor's surgery in Beaumont Street, either along Broad Street or Ship Street and St Michaels Street. It would be very inconvenient to me if both Broad Street (for Christmas Market etc) and St Michael's Street are closed to cycles.
(46) Local Resident, (Oxford, rymers lane)	Concerns - In general I am in full favour of closing St Michaels to motor traffic. However, it needs to remain open to cycling as it is essentially the only safe/quiet E-W cycling route in the centre.
(47) Local Resident, (Oxford, Shirelake Close)	Concerns - St Michaels Street is an important cycling route - so cyclists should not be blocked
(48) Local Resident, (Oxford, Southfield Park)	Concerns - Although I support the use of the roadway for café customers, I have concerns about a) the lack of space and level access for people using wheelchairs and b) removal of a low-traffic cycle route while Queen Street remains closed to cycling and George Street is busy with buses.
(49) Local business, (Oxford, St Michael's Street)	Concerns - Our business is still reeling from the effects of the Covid pandemic, so the last thing that we need at the moment is more disruption and higher costs. I don't think this project should be allowed to go forwards until a solution has been found to the problem of businesses getting their essential deliveries and other services (such as recycling/waste collection). We operate without using a business vehicle of our own. As well as getting deliveries from the big national carrier companies we try as much as possible to buy local produce, especially for our catering operation, and this is the thing that is most likely to be affected as things stand. Perhaps affected businesses should be allowed a small number of on-going permits and a quantity of single-use permits for specific vehicles required for essential deliveries and services (or a reduction in business rates to allow us to compensate the companies involved for the charges they will incur?)
(50) Local Resident, (Oxford, Stewart St)	Concerns - I support the proposed vehicle provision as long as cycle provision is made, especially while the Christmas Market blocks Broad Street to cyclists. Ideally, cyclists would still be permitted on St Michael's with proper provisions for the long term.

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(51) Local group/organisation, (unknown)	Concerns - Cycling must be allowed, NB a dismounted cyclist takes more space than a cycle being ridden. And a pedal sicking-out will be potentially more problematic.
(52) Local Resident, (Oxford, Cave street)	Support - It is safer to walk without cars present
(53) Local Resident, (Oxford, Heather Place)	Support - Pedestrianising the street has proved a huge success - both for businesses who have outdoor seating that doesn't interfere with transit and for people on foot, providing a quieter route towards Bonn Square. Through traffic on this street is unnecessary in any case.
(54) Local Resident, (Oxford, Benson Place)	Support - I support all proposals to restrict vehicular access to and through the city centre. I do, though, support greater access for bikes and pedestrians. in this case I think it is important to encourage seating outside and as it is short cyclists can walk
(55) Local Resident, (Oxford, Earl Street)	Support - Oxford is completely clogged up by vehicles. Making it less attractive to travel to Oxford by car is a key step towards making the city liveable again.
(56) Local Resident, (Oxford, Iffley Road)	Support - Tables outside businesses is a good thing.
(57) Local Resident, (Oxford, Jack Straws Lane)	Support - I support the changes, my only concern is that there are two businesses, the newsagents and the sandwich shop, which regularly flout the existing rules; how are you going to deal with them? They try and intimidate any form of law enforcement, perhaps you could take away their licences to trade.

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(58) Local Resident, (Oxford, Linton Rd)	Support - The town centre needs to be made as traffic free as possible to make it a more attractive and enjoyable space
(59) Local Resident, (Oxford, Rymers Lane)	Support - Support the idea of this proposal but tables on the street currently block access to pedestrians passing by; a reduced area for trade should be introduced to address this.
(60) Local Resident, (Oxford, Howard Street)	Support - I am cyclist
(61) Local Resident, (Oxford, Western Road)	Support - it has worked well as a cafe/pedestrian zone but it makes no sense for your Traffic Order to continue to allow taxis and other exempt vehicles to have access. It's very easy for these vehicles to access the street from the western end. I support full closure.
(62) Local Resident, (Oxford, Campbell Road)	Support - Makes city centre liveable, pleasant and is good for access to shops and cafes. Improves safety for pedestrians and reduces pollution for climate change
(63) Local Resident, (Oxford, Campbell road)	Support - It would be great to have more car free areas in Oxford so that we can adopt the european style of cafe/restaurants tables outside
(64) Local Resident, (Oxford, Marlborough Road)	Support - Happy for no cars, but it is a designated cycle route for children travelling to Swan school. Therefore, important to ensure that bicycles can get past the cafe tables, which wasn't possible this summer.
(65) Local Resident, (Oxford, Barracks Lane)	Support - A more pleasant and healthier environment for pedestrians.
(66) Local Resident, (Oxford, Rymers Lane)	Support - I have really enjoyed St Michaels street being closed to cars. It has made the street a lovely safe place to go to and enjoy a coffee. It also feels safer to walk through as a pedestrian.

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<p>(67) Local Resident, (Oxford, North Hinksey Lane)</p>	<p>Support - Better use of space, air quality, increased traffic free zone</p>
<p>(68) Local Resident, (Oxford, Botley Road)</p>	<p>Support - Far more of central Oxford should be closed to vehicles. It'll make Oxford a much more pleasant place to live, work, and play if there are fewer cars.</p>
<p>(69) Local Resident, (Oxford, Cricket Road)</p>	<p>Support - I wish to see fewer motor vehicles in the city</p>
<p>(70) Local Resident, (Eynsham, Willows Edge)</p>	<p>Support - It is currently a pleasant place to sit outside at the various cafes, and this should be encouraged</p>
<p>(71) Resident, (Kidlington)</p>	<p>Support – I've visited Oxford several times since the Street has been closed, and it works well with the street closed and cafe's etc using the space. the street is v narrow for traffic, and there are alternatives. I know there's concern that the ban will include bikes, and that St Michaels street is an important route through. I am a cyclist though not used / do not need to use the road when cycling, but it does not seem a huge hardship here to walk for the short distance that is actually being closed. that said, I object strongly to all the places were cycle lanes are interrupted by bus stops, side turnings etc!</p>
<p>(72) Resident, (Radley)</p>	<p>Support - Generally support. However, I'd object if this was closed to cycling as when the Broad Street cycle route closes to accommodate markets St Michaels Street is a useful alternative route.</p> <p>I'd fully support this proposal, regardless, if the Broad Street cycle route wasn't so regularly closed.</p>
<p>(73) Local Resident, (Oxford, Kingston Rd)</p>	<p>No opinion - A road I rarely cycle along</p>