York Civic Trust

Comparator Case Studies for York's Local Transport Strategy
Oxford (DRAFT)
April 2024

Introductory note

This is one of nine case studies originally produced in draft in May 2021 at the request of the City of York Council. At the time the Council intended to publish a new Local Transport Plan in December 2021, and had invited York Civic Trust, through its Transport Advisory Group, to offer advice on content. The nine case studies, of cities chosen in discussion with the Council, were developed sufficiently fully to allow the Council to decide which it wished to incorporate in its Local Transport Plan. That decision was never taken, and the 2021 Local Transport Plan was never completed. In February 2022 York Civic Trust collated its advice into *A Transport Strategy for York*, Section 6 of which summarises the key messages from the nine case studies. In February 2023 the Council produced a first draft of a Local Transport Strategy. In March 2023 the Council's Scrutiny Committee on Economy and Place reviewed the nine case studies and recommended that "the Executive Member for Transport work with York Civic Trust and relevant officers on taking the report forward with two or three case studies and focus on building public buy in into medium and long term traffic strategies".

In March 2024 the Council's new administration agreed to publish a Local Transport Strategy for the city in June 2024, based on a consultation on key principles launched in November 2023. The Trust was invited to update the nine case studies, within the limited resources available to it, and to produce brief summaries of key messages for York's Local Transport Strategy. While these summaries and updated strategies are now being published on the Trust's website, it is important to stress that they have not been fully researched, and thus may not be wholly up to date.

Summary (301 words)

The Oxfordshire Local Transport and Connectivity Plan (LTCP) - adopted in July 2022 - outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment. The plan aligns with local and national policy frameworks, including the council's strategic priorities around climate action, health and wellbeing, and sustainable economic growth and may provide some useful lessons for York.

It includes ambitious targets such as:

- reducing car trips by 25% by 2030
- delivering a net-zero transport network by 2040 and
- having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

To achieve this, area travel plans across Oxfordshire are being developed. The Central Oxfordshire Travel Plan (COTP)[1] approved in September 2023 is the first of these and covers the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, and the main villages that lie on these corridors. This is the plan most relevant to York's situation.

The COTP indirectly addresses all the County Council's nine corporate priority areas, with a strong direct alignment to its five priority areas. It proposes a strategic public transport network for the central Oxfordshire area, with 'premium' bus routes operating on inter-urban corridors defined by a 7 day early to late service frequency. These will operate alongside an expanded local rail network with two new stations and an expanded main station.

The COTP includes three major travel demand measures which may be of interest:

- A set of six Strategic Traffic Filters (three in the city centre) restricting car access during the day or during peak hours and expected to be implemented in November 2024;
- A Workplace Parking Levy (WPL) covering areas inside the city ring road;
- A Zero Emission Zone (ZEZ) covering the City Centre.

Context

Background

Oxford is the county town and only city of Oxfordshire. The City covers an area of 17.6 sq. miles, and the County 1006 sq. miles. The County Council area includes four other District Councils areas besides the City of Oxford - Cherwell (north / north east of Oxford), South Oxfordshire (south east), Vale of White Horse (south west) and west Oxfordshire (north west). It is 56 miles (90 km) northwest of London, 64 miles (103 km) southeast of Birmingham, and 61 miles (98 km) northeast of Bristol. Its population increased by 12% in the last decade, and in 2017, its population was estimated at 152,450. Oxford is one of the most diverse small cities in Britain with 22% of the population coming from Black, Asian and Minority Ethnic (BAME) groups.

Oxford's is a major and rapidly growing employment centre, providing a third of Oxfordshire's jobs. Its economy includes manufacturing (including the BMW Mini plant at Cowley), publishing and science-based industries as well as education (two universities and the John Radcliffe teaching hospital), research and tourism (9 million visitors pa). Between the 2001 and 2011 censii it gained 14k jobs, a 16% increase. The employment in the eastern arc of Oxford (43.6k) now exceeds the employment in the city centre (39.8k). Slightly more commuters come from outside the city (45.8k) than from within (42.4k).

It is a both an historic and more modern 19th – 21st century city with a Medieval core, dominated by the university of Oxford and its multiple colleges, along with a small pedestrian area and significant shopping centre, and a number of churches, museums and other

[1] https://mycouncil.oxfordshire.gov.uk/documents/s66951/CMDTDS230907R04%20Annex%201%20-%20Central%20Oxfordshire%20Travel%20Plan%20Final%20Version.pdf

buildings of interest. The rivers Cherwell and Thames run through Oxford and meet south of the city centre. These rivers and their flood plains constrain the size of the city centre. Manufacturing (including the BMW Mini plant), the science and innovation parks, Cowley District Centre, and much modern housing therefore lies to the south east of the historic city, away from the protected core and Thames flood plain.

Governance

Oxford City Council was a self-governing County Borough until 1974, and has since been is a shire district Council with responsibilities for Planning, Housing, Leisure and local environmental services. Since the May 2021 elections its composition is Labour 34 seats, Lib-Dem 9 seats, Green 3 seats and Independents 2 seats. Labour controls the Council.

The County Council is the Highways & Transport Authority. It has been under no overall control since 2013. Since the May 2021 elections its composition is Conservative 22, Lib-Dem 21 seats, Labour 17 seats, Green 3 seats and Others 2 seats. A Lib Dem Labour Green coalition is now taking control. There is an Oxford Strategic Partnership as well as the Oxfordshire Local Enterprise Partnership. Oxford and Oxfordshire sit within the South East Region of the UK in Governmental terms.

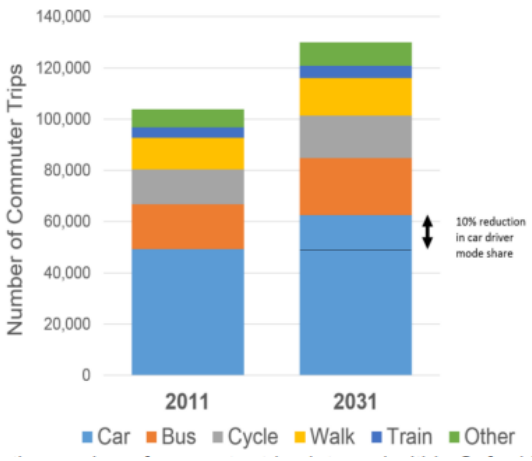
Local Plan

The Oxford Local Plan 2016 – 2036 was adopted in June 2020. See: https://www.oxford.gov.uk/info/20067/planning_policy/1311/oxford_local_plan_2016-2036

The background to the plan is a growing economy on the one hand, with Oxfordshire and Oxford as one of the top three clusters in the world for a number of technologies with Oxford's knowledge intensive economy, two universities and many associated research institutions, and an acute housing crisis on the other, with Oxford's average house prices being more than 17 times average wage and it having the greatest affordability issue of any city in the UK. Oxfordshire Strategic Housing Market Assessment (SHMA) identifies housing need between 24,000 and 32,000, of which only 10,000 homes will be provided in Oxford itself, albeit at some considerable expense to playing fields and other green spaces, the rest being met by additional housing in surrounding districts, but not the full requirement. This displaced housing provision is due to the strict adherence to the extremely tight green belt round Oxford, and to some green spaces within it also being covered by the designation (e.g. much of the Thames and Cherwell river flood meadows. (Flags what York may be faced with in future once a Local Plan and Green belt is finally adopted!). Providing the majority of new housing remotely obviously has major commuter travel and mode share implications.

Current transport provision

Locally, the use of the car remains dominant - see figure showing past and projected business as usual modal splits:



The city has a complete, albeit heavily congested outer ring road part comprised of two A roads round it, and the local A4142 completing the circle through the south east of the city. The road network within the city is heavily constrained and overloaded, going back many decades. There are areas of poor air quality in the centre, district centres and near ring road junctions, attributable

to road traffic. A bus based Low Emission Zone (LEZ) introduced for the city centre in 2014 led to improvements but levels of some pollutants were still above target levels, requiring further action.

Traffic levels in and on the major roads around the city have been broadly static since 2001, but within that overall picture traffic flows into Oxford city centre have reduced by 24% since 1993. This is attributed to a combination of measures, including city centre traffic restrictions (e.g. the five bus gates implemented in 1999 – which means that during peak hours, vehicles passing directly through the city centre only account for 15% to 20% of all trips entering the area); high public parking charges; planning policies that restrict parking supply in new developments; controlled parking zones to remove free on-street visitor and commuter parking; public transport, walking and cycling improvements, including Park & Ride expansion; and targeted road capacity improvements – largely on the ring road. From elsewhere in the document can be added the restricted public off street parking supply (1670 off-street car parking spaces in the City centre, compared to 3300 in Cambridge city centre, 5200 in the centre of Reading and around 5000 in York City centre). It's also clear that this is linked to additional jobs and activity being in locations outside the city centre – notably the "eastern arc" through Headington, Cowley etc. – the price of city centre traffic restraint?

Oxford is well linked to further afield by road, rail and long distance coach.

Rail. Rail takes a 5% commuting mode share.

Park and Ride. There are six services, 3 run by the City Council and 3 run by the County Council (one longer distance one from Bicester). The five Oxford ones have 5,000 spaces, all located close to the ring road, and are a popular choice for longer-distance commuting movements. However, this is exacerbating congestion on parts of the ring road. This congestion delays all traffic, including buses coming into the city.

Buses. Bus usage is one of the highest for a shire City (36% for highest MSOA in 2011) but largely static. Despite a growth in bus patronage on some routes, over the years leading up to the COVID-19 pandemic, the general trend had been a decline in bus patronage across Oxfordshire. This is attributed to increasing levels of traffic congestion, delays to bus services and poor journey reliability; much of this is due to population growth and associated roadworks

Bus routes have a predominantly city centre focus, but with one sub orbital route in the eastern arc.

Services are provided locally by Stagecoach Oxfordshire, plus Oxford Bus Company and Thames Travel; longer distance (London, airports, etc.) Stagecoach, Oxford Bus Company, National Express, the Oxford Tube.

Traffic congestion affects bus services from all parts of the city and county, particularly when approaching and crossing the ring road and on the radial routes into the city. Congestion also has a serious impact on public transport within the Eastern Arc, making journeys on the orbital routes longer and less reliable.

Cycling. Oxfordshire Cycling Network estimates that 3% of journeys in the County are made by cycle. However in Oxford itself cycling takes a 50% share of local commuting (having increased 30% between the 2001 and 2011censii) and it's also Oxford 30k full time students preferred mode.

For Oxford's cycle network see: http://www.transportparadise.co.uk/cyclemap/ . The network looks similar to York with a mix of off road riverside, quiet back roads and busy roads with cycle lanes, with gaps in key locations. As in York, local cycling interests in Oxford highlighted the lack of high quality routes providing continuous facilities, conforming to a specific standard as the biggest barrier to increased cycling. The severance of walking and cycling routes at the edges of the city, particularly by the outer ring road is highlighted and the need to address it with further development planned beyond it on the southwest. This will be equally pertinent to York given the current draft local plan out of city developments north of Clifton Moorgate and towards Elvington.

Walking. 25% of journeys to work for people who both live and work in Oxford are made on foot.

Transport planning

Local Transport Plan

Oxfordshire County Council's Local Transport Plan (LTP4), Connecting Oxfordshire, was adopted in September 2015, and updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling. It has now been superseded by the "Local Transport and Connectivity Plan" which was adopted by the full council in July 2022.

An Alan Baxter 2017/8 Movement and Public Realm Strategy jointly was commissioned by the City & County and gives an excellent analysis of the issues for Oxford city centre – see: https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/areatransportstrategies/oxford/03001-FinalReport-RevC2.pdf

The Local Transport and Connectivity Plan (LTCP)

The LTCP will be supported by area and corridor travel plans (on which work has been ongoing since 2022) which will outline how the LTCP vision and outcomes are delivered in locations across the county. The council will create more detailed plans that can be used to guide future scheme development, funding bids, responses to planning applications, developer contributions and will support and enable sustainable growth. The plans will reflect the LTCP priorities and provide an indication of how LTCP policies will be applied in different geographic areas. Where developed, Local Cycling and Walking Infrastructure Plans (LCWIPs) will be incorporated into area travel plans to identify walking and cycling schemes.
The plans are being produced as a 'part 2' of the LTCP and are being developed in a phased approach.

Priority objectives of the LTCP

This includes ambitious targets such as:

- reducing car trips by 25% by 2030
- delivering a net-zero transport network by 2040 and
- having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

To achieve this, area travel plans across Oxfordshire are being developed. **The Central Oxfordshire Travel Plan**[2] covers the urban area of Oxford, the immediate movement and

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connectivity corridors to and from the city, as well as the main villages that lie on these corridors (Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).

The Central Oxfordshire Travel Plan (COTP)

The COTP (published in September 2023) is the first of the detailed plans described at para 2.2. It aims to make Oxford and its surrounding villages a safer, greener place to live, work and visit.

Priority Objectives of the COTP

The COTP indirectly addresses all the County Council's nine corporate priority areas, with a strong direct alignment to five priority areas:

- Tackling the climate emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience
- Tackling inequalities and providing opportunities for everyone in Oxfordshire to achieve their full potential
- Increasing investment in an inclusive, integrated, county-wide active, and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county
- Improving access to nature and green spaces for all communities, and landscape-scale nature recovery across the county
- Responding to the needs of young people who have identified 'investing in aninclusive, integrated, and sustainable transport network' as their number one priority.

The following table maps the COTP actions against the principal policy measures in the LTCP.

Principal Policy Measures

LTCP policy	**Supporting COTP actions**
Policy 1 – Transport user hierarchy	Action 20 - Alongside partners, deliver a Central Oxfordshire Movement and Place Framework.
Policy 2 – Cycle and walking networks	Action 10 – Deliver a consistent wayfinding scheme across central Oxfordshire's active travel network. Action 11 - Deliver junction improvements to support active travel users where there is: a)a poor safety record for those who are walking, wheeling or cycling; b)significant severance for those walking, wheeling and cycling; and c) significant severance for those walking and cycling

Policy 3 – Local Cycling and Walking Infrastructure Plans	Action 9 – Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans.
Policy 8 – Healthy streets approach	Action 19 - Develop and support implementation of a local toolkit of transport interventions that support a liveable neighbourhood approach. Action 8 – Working to the principles of the Healthy Streets design approach, create public streets that are inclusive for all.
Policy 13 – Liveable Neighbourhoods	Action 19 - Develop and support implementation of a local toolkit of transport interventions that support a liveable neighbourhoods approach.
Policy 15 – Vision Zero	Action 11 – To help address issues of severance and also meet Vision Zero objectives, deliver junction improvements for active travel users where there is: a) a poor road safety record for those who are walking, wheeling, or cycling; b) insufficient dedicated infrastructure for those walking or cycling; and c) significant severance for those walking and cycling.
Policy 18 – Bus strategy	Action 13 – Deliver: • bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area; and • upgrade bus infrastructure (including at bus stops and to Real Time Information) Action 14 – Alongside partners, deliver a zero emission local bus fleet across the Oxford Smartzone area by 2024/25 and deliver a fully zero emission bus fleet across the COTP area at the earliest possible opportunity thereafter

Policy 21 – Rail strategy	Action 15 – Alongside partners, deliver: a) Oxford Station enhancements; b) a passenger rail service and two new passenger stations on the Cowley Branch Line; and c) local rail capacity and service frequency enhancements.
Policy 23 – Mobility hubs	Action 16 – Deliver a mobility hub strategy for a network of mobility hubs across Oxfordshire.
Policy 29 – Zero emission vehicles	Action 23 - Deliver publicly accessible electric vehicle charging points across central Oxfordshire

Policy 33 – Parking management	Action 4 – Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas. Action 5 – Support a case-by-case review of public parking provision across the area and a consolidation and/ or a reduction in public parking provision where appropriate. Action 6 – Remove on-street public parking where necessary on corridors identified in the plan as either being active travel Primary Routes (Quickways) or situated on core bus routes. Action 7 - Regularly review parking pricing to favour sustainable travel. Action 12 – Deliver: a)increased cycle parking at key destinations including for non-standard bikes; b) a network of on-street residential cycle hangers across the area; and c) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision subject to ongoing trial performance and national legislation. Action 21 - Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a Central Oxfordshire Movement and Place Framework.

Policy 35 – Demand management	Action 1 – Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone (ZEZ) for Oxford city centre. Action 2 – Develop proposals for a set of strategic traffic filters for locations across Oxford. Action 3 – Develop proposals for a Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council's administrative area, within the Oxford ring road.
Policy 38 – Passenger micromobility	Action 12 – Deliver: a) increased cycle parking at key destinations including for non-standard bikes; b) a network of on-street residential cycle hangers across the area; and c) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision subject to ongoing trial performance and national legislation. Action 22 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.
Policy 49 – Local movement	Action 18 – Deliver a safer lorry scheme pilot across central Oxfordshire.
Policy 50 – Last mile movement	Action 17 – • Deliver a freight transfer / consolidation feasibility study and first / last mile delivery pilot. • Support modal shift to cargo bikes and the electrification of freight deliveries

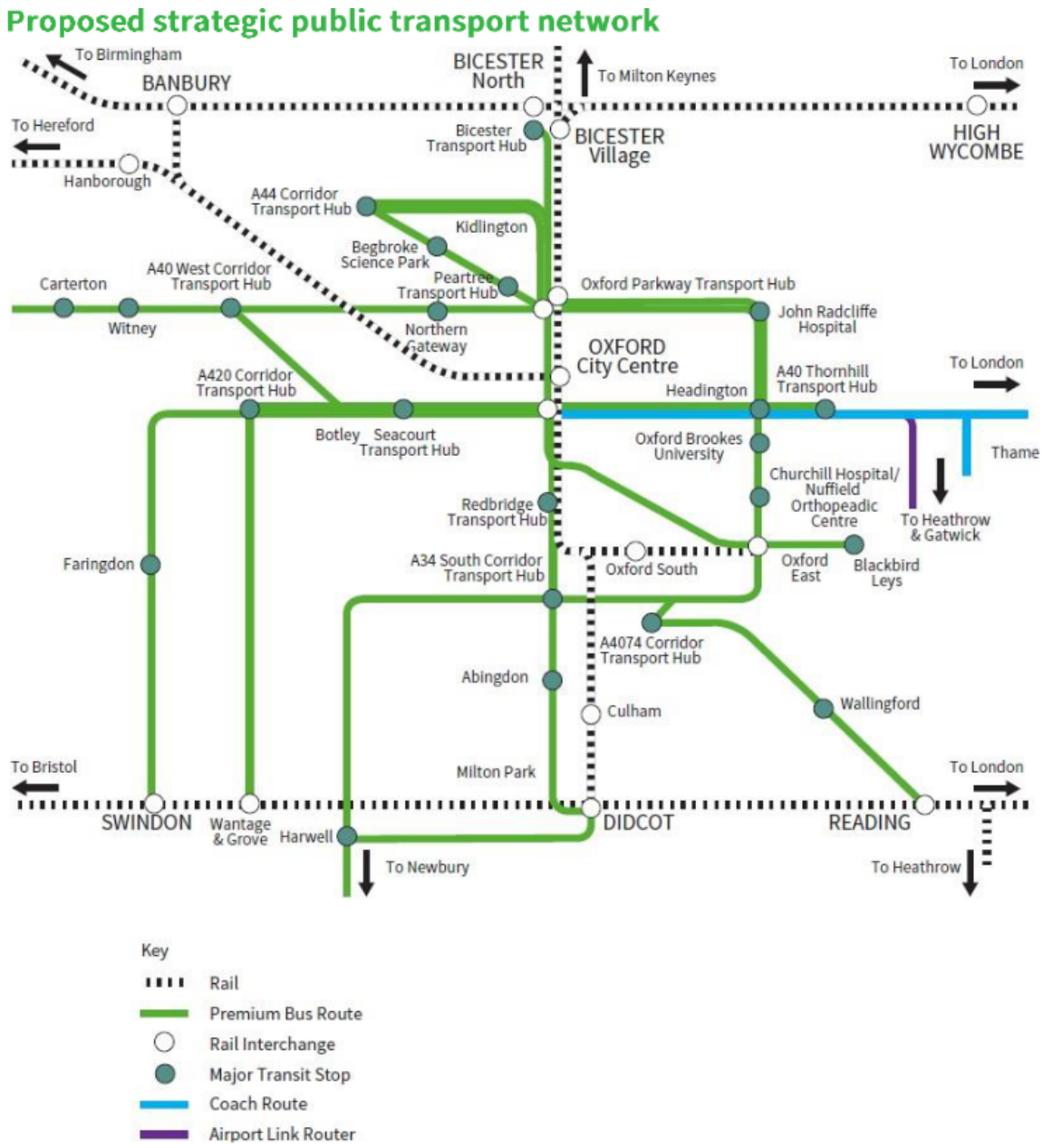
<u>Public Transport Network</u>

The public transport network across central Oxfordshire currently combines high frequency inter- urban bus corridors, with local and strategic rail and bus connections on main lines.

The COTP proposes a strategic public transport network for the central Oxfordshire area (see Proposed strategic public transport network, below). Premium Bus Routes are services typically operating on inter-urban corridors defined by a 7 day early to late service frequency. which continues to operate with Oxford as the area's central hub. Working in partnership

with local bus operators, an evidenced based approach to determining where bus priority measures are required across the highway network will be taken. In addition to existing committed bus priority measures, and those already identified, priority measures can be expected on key corridors such as the A34, B480, A420, A4074 and the Oxford Eastern bypass. Together these routes form the basis of a network of premium and second-tier bus routes across central Oxfordshire.The wider network shows how enhanced and attractive inter-urban bus routes will continue to play a vital part of the public transport network, by connecting both existing areas and those where development is planned. Further travel demand measures - involving six strategic traffic "filters" – will also be essential to cut congestion and speed up bus journeys (see 2.8 below).

The bus network will sit alongside an expanded local rail network, which provides strategic interchange between the two. "Whilst we anticipate that a combined bus and rail offer will form the basis of the future public transport network, we will keep an open mind on alternative forms of public transport which demonstrate operational benefits and could complement this network."



Travel demand management measures

Managing travel demand is not a new approach for Oxford. It has been developed across the city over many years, for example, through implementation of the High Street traffic restrictions and bus only 'gate' measures in 1999. Notwithstanding steps already taken, it is estimated that 32% of internal commuting trips within Oxford are still by private car.This is despite the city being relatively compact, with no two points within the ring road being more than 11km apart.

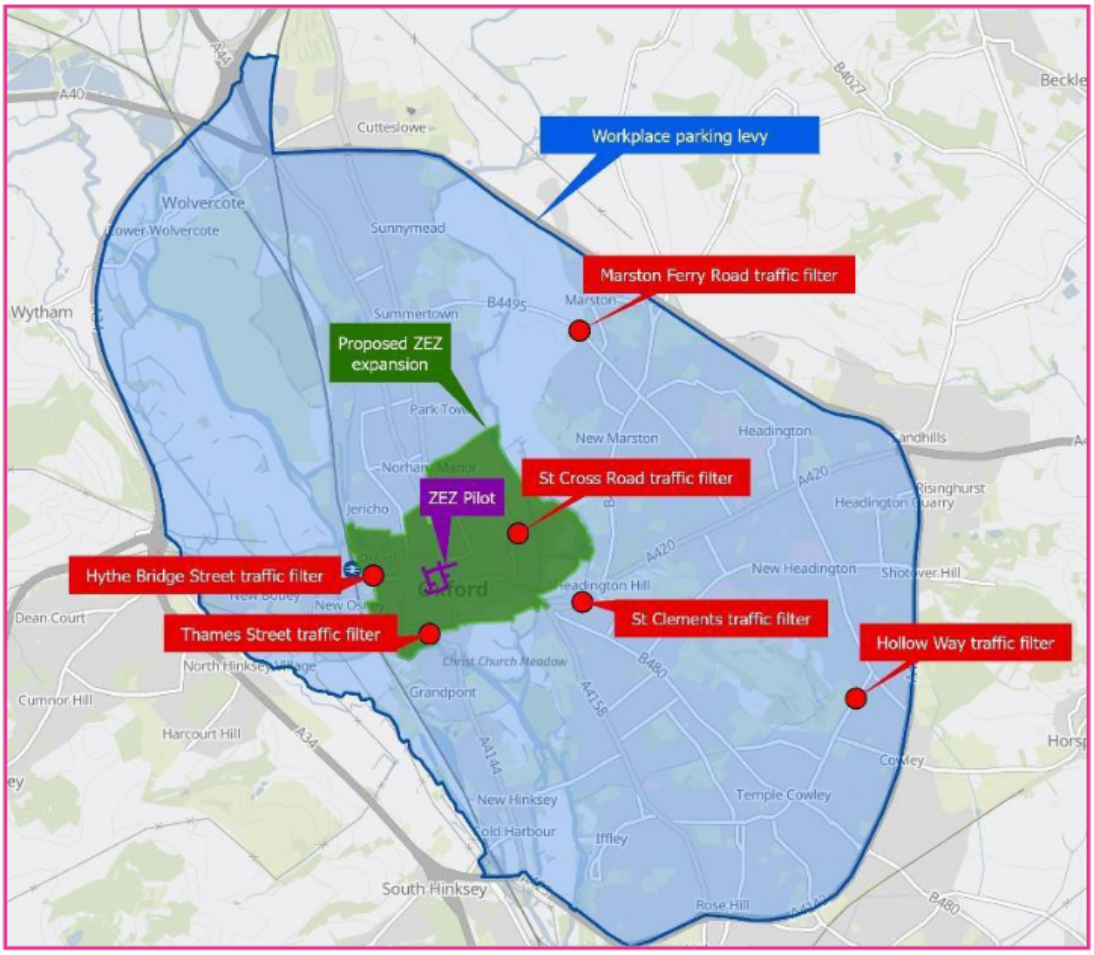
The COTP proposes three main travel demand management measures comprising:

a) A set of six new Strategic Traffic Filters (three in the city centre) for locations across Oxford (see map below) in order to reduce car trips into and across the city[3].A traffic filter limits through-traffic along a small section of a road when travelling by certain modes of transport. Oxford traffic filters will be camera-enforced points on six roads in Oxford and will only apply to private cars. Three of the filters will be in the central area and will operate Monday to Sunday 7am to 7pm, as well one filter in East Oxford. The other two filters will operate Monday to Saturday 7-9 am and 3-6pm.

b) A Workplace Parking Levy (WPL) to cover areas of Oxford inside the city ringroad.

c) A Zero Emission Zone (ZEZ) to cover Oxford City Centre.

Proposed travel demand management measures



Mapped extents subject to further technical work and engagement

As well as a potential to reduce car trips, both a WPL and ZEZ has the potential to generate ringfenced funding which can be directly re-invested into transport measures within the COTP area. A WPL alone is estimated to generate £40 million funding over a 10-year perio

Funding

Funding was expected to come from a range of sources, including the DfT and other national and local bidding opportunities; council resources including parking income; the Community Infrastructure Levy and s106 developer funding contributions and more. Note: much of this funding is ring-fenced for specific transport uses only.

The plan proposed a Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council's administrative area, within the Oxford ring road. As well as the potential to reduce car trips, by law, the funds generated by a Workplace Parking Levy must be used to improve transport in and around the city.

Following consultation from August to October 2022, the Final Central Oxfordshire Travel Plan was published in September 2023 and is now being implemented.

Key Performance Measures

A baseline from which to begin measuring success will be established within the first year of adoption of the plan ie by September 2024. From then on, monitoring of the COTP will be reported on a regular basis. "We will work closely with colleagues in academic institutions and other relevant organisations to identify methods to measure success for those interventions that do not have clear data sources."

Progress on delivering the plan will be undertaken through the monitoring of a set of key performance indicators (KPIs) which will take into account the impacts of population growth.

Specific targets for all of the KPIs have not been identified. Instead, all policies and schemes are working towards delivery of our headline targets. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, the effectiveness of the KPIs will be assessed and other ways of monitoring progress will be investigated.

Provision for disabled travellers

Basic information on Oxford's shopmobility scheme, radar key toilet facilities 5 No. Park and Ride and blue badge parking is available here: https://oxfordcity.co.uk/about-oxford/disability-information/

Oxford's future strategy

The planned 6 traffic filters restricting car access either all day or peak hours only (expected to be introduced in November 2024) – will have a significant impact on reducing congestion and speeding up buses. Oxford also relies heavily on introducing Workplace Parking Levy (WPL) & road space reallocation, not Road User Charging (RUC) to help relieve congestion and allow road space reallocation to alternative modes – but York has a much lower level of city centre workplace parking in the first place so a central WPL doesn't look particularly worthwhile. However York has massive amounts of car parking in it's out of town

employment, retail and leisure centres, albeit the alternative transport options to those out of town locations is generally poor. Would a WPL for these locations that was used to fund improved alternatives be publically acceptable and can we improve the alternatives sufficiently with the likely income to be acceptable? Would DRT have a role on the Public transport side, given the likely difficulty with providing / funding sufficient conventional bus routes? Such an approach would also help to counter the centripetal effect on development of high charges for the city centre versus free car parking elsewhere. If we were to pursue this, a local accessibility based WPL charging arrangement sounds appropriate and useful in terms of acceptability.

On cycling & safety Oxford's emphasis on address key junctions with segregation, priority or safer treatments for cyclists looks like something worth examining further.

Relevance to York

Useful lessons and pointers

The three components of Oxford's LTCP, i.e. reducing car trips by 25% by 2030, delivering a net-zero transport network by 2040 and having zero, or as close as possible, road fatalities or life-changing injuries by 2050, are an important model for York.

The very strong emphasis on delivering a step change improvement in public transport via "Premium Bus Routes" (and reallocating road space for them and active modes) linked to the general presumption against travel by car within the urban area (and use of a WPL to back that up) is a key takeaway.

York is already contemplating - as part of its emerging Local Transport Strategy and Central Area Bus Study – many of the things Oxford is proposing for buses generally. However does York have the volume of employment and residency that Oxford see as justifying and making the "premium bus route" concept viable on any particular corridors in York? We perhaps need to get more evidence for Oxford's numbers and number crunch potential corridors (city centre - Uni & science park – Elvington either separately or with Clifton moor – York central – city centre, also Monks Cross – city centre – college). If the numbers don't work what do we do? Is further densification of employment and activity possible through Local Plan amendments? Do we also need an article 4 designation of remaining city centre, Clifton Moor & other major employment sites to stem the ongoing loss of workplaces there to residential use (York's office losses to residential previously reported as the highest of any UK city)?

In terms of dealing with city centre congestion, perhaps the most obvious pointer is Oxford's quoted existing figure of only 15-20 % through city centre traffic – linked to their use of five central bus gates. . However other factors may be at play - there's only one central bridge east over the Cherwell and two south and west over the Thames, and only a partial inner ring road to speak of. Also Oxford University dominates much of central Oxford and it prohibits students from having cars at college, so much of the central / near central local population have to walk, cycle or use public transport. The comparative through city centre traffic figure for York used to be about half (current figure needs checking). Does this point to a key potential option for reducing city centre traffic (though given the rejection of the Lendal bridge closure, would more a more flexible priced gating arrangement on the IRR work better in terms of public acceptability, plus full bus gating on the Rougier Street – Ouse Bridge – Coppergate – Pavement / Piccadilly corridor)?

Oxford's much lower city centre public parking supply is also interesting. Could we lose some of York's existing car parks (and convert some to more secure cycle parking with ancillary commercial uses to help fund, or to new purpose built employment sites for start ups, small businesses, etc., that want a city centre location, with appropriate planning gain towards transport provision)?

Any aspects which make it less relevant to York

Oxford is considerably larger than York, with a diverse and well-performing, growing economy, including research-based manufacturing. The university dominates the central area, and this impacts on the transport provision.

Oxford's booming economy, key national role academically and to the knowledge economy, plus its proximity to London and the M4 corridor, and the opportunities and challenges those bring are a different kettle of fish from York's struggling economic position, and much lower employment intensity and inward commuting. If a booming place like Oxford currently has only got an average £15m transport investment a year where does that leave York?

DMM – 6 June 2021 Updated in part by GLC and ADM 17 April 2024 JS 19 April 2024