



Oxfordshire County Council  
**Annex 2: Data Monitoring**

**A420 St Clements Area experimental bus lane & supporting measures**

October 2024

# 1. Bus journey times

A comparison of bus journey time data from on-bus trackers prior to the bus lane introduction (March 2023) and after the bus lane introduction (March 2024).

Direction	Corridor	From	To	Change (seconds) in stop to stop runtime							
				March 2023				March 2024			
				24 hs	0700-1900	0700-0900	1630-1830	24 hs	0700-1900	0700-0900	1630-1830
Inbound	London road	Oxford Brookes University	Glebe Street	152.9	163.8	143.8	195.2	132.5	138.8	123.3	154.5
	All	Glebe Street	St Clements	79.1	88.7	66.3	119.6	77.2	87.8	64.3	115.3
	All	St Clements	Queens Lane	159.3	167.4	129.1	196.7	152.6	160.8	124.5	182.3
	Morell Avenue	Union Street	Glebe Street	90.4	97.9	80.6	141.7	86.4	91.9	80.5	105.3
Outbound	All	Queens lane	St Clements	160.7	175.9	163.4	197.2	157.5	169.5	157.9	192
	London road	St Clements	Oxford Brookes University	163.5	175.8	171.8	174.9	170.4	180.6	175.4	181.6
	Morell Avenue	St Clements	South Park	91.5	96.9	91.9	96.6	89.8	94.3	91.2	98.4

Direction	Corridor	From	To	Change (%) in stop-to-stop runtime			
				March 2024 vs March 2023			
				24 hs	0700-1900	0700-0900	1630-1830
Inbound	London road	Oxford Brookes University	Glebe Street	-13.34	-15.26	-14.26	-20.85
	All	Glebe Street	St Clements	-2.40	-1.01	-3.02	-3.60
	All	St Clements	Queens Lane	-4.21	-3.94	-3.56	-7.32
	Morell Avenue	Union Street	Glebe Street	-4.42	-6.13	-0.12	-25.69
Outbound	All	Queens lane	St Clements	-1.99	-3.64	-3.37	-2.64
	London road	St Clements	Oxford Brookes University	4.22	2.73	2.10	3.83
	Morell Avenue	St Clements	South Park	-1.86	-2.68	-0.76	1.86

## 2. Collisions

Collision reports from Thames Valley Police have been analysed. The presence of the bus lane is not considered to be contributory factor in any of the collisions that occurred after the bus lane was implemented. The monitoring period is too short to draw conclusions about any overall effect of the scheme on collision rates.

### August 2022 – August 2023

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	1	2	3
Horses & other	0	0	2	2
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	1	1
Cyclist	0	1	3	4
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	6	7

Number of casualties meeting the criteria: 7

**August 2023 – August 2024**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	3	3
Pedestrian	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

**Number of casualties meeting the criteria: 3**

### 3. General traffic journey times (congestion)

Analysis of Inrix and Google data (which comes from in-car navigation systems and mobile phones) from March 2023 and March 2024, before and after the bus lane was introduced, shows that journey times have remained broadly the same or reduced on most of the road links affected by the bus lane, including Headington Road, Marston Road, Morrell Avenue and London Place, travelling towards the city centre. Travel times have increased on St Clements itself in both directions in the evening peak.

Road	From	To	Average travel time (seconds)				Change in average travel time (seconds)	
			Mar-23		Mar-24		0800 - 0900	1600 - 1700
			0800 - 0900	1600 - 1700	0800 - 0900	1600 - 1700		
Headington Road	Gipsy Lane	Marston Road	135	159	130	133	-4	-25
Marston Road	Old Marston Road	London Place	221	218	213	207	-8	-11
London Place	Marston Road	Morrell Avenue	38	56	21	27	-16	-29
Morrell Avenue	Warneford Lane	St Clements	151	253	158	197	+7	-56
St Clements	Morrell Avenue	The Plain	167	435	141	471	-26	+36
St Clements	The Plain	Morrell Avenue	104	106	97	127	-7	+21

## 4. Air Quality

Provisional air quality data was provided by Oxford City Council to assess whether the air quality has improved or not since the implementation of the experimental bus lane. Several factors affect air quality (including weather and vehicle fleet renewal) therefore we cannot directly attribute these changes to the scheme.

The 2023/2024 data uses the 2023 bias correction factor as the 2024 bias correction factor will not be available until early 2025. The results must therefore be regarded as provisional.

	<b>Mean annual concentration of nitrogen dioxide measured at monitoring locations (<math>\mu\text{g}/\text{m}^3</math>)</b>		
	<b>DT55 St Clements (near The Plain)</b>	<b>DT77 St Clements (between Dawson Street and Caroline Street)</b>	<b>DT85 St Clements (between Bath Street and Cave Street)</b>
<b>September 2022 – August 2023 (without bus lane)</b>	39	34	28
<b>September 2023 – August 2024 (with bus lane)</b>	37	33	26
<b>% change</b>	<b>-5%</b>	<b>-3%</b>	<b>-7%</b>

## 5. Traffic, pedestrian and cycle flows

Traffic, pedestrian and cyclist flows for the St Clements area have been obtained for March 2023 and March 2024 from a sensor located in St Clements, just east of Dawson Street.

<b>Average Daily flows</b>			
<b>Period</b>	<b>Pedestrian flow</b>	<b>Cyclist flow</b>	<b>Motorised traffic</b>
<b>March 2023</b>	5072	2196	15442
<b>March 2024</b>	5231	2424	14629
<b>Percentage change - March 2023 vs March 2024</b>	+3.14%	+10.39%	-5.40%