

## **Danny Yee – St Clement's Bus Lane – 14 Nov 2024**

This scheme has brought significant improvements for cycling, providing continuous cycle lanes for a much longer stretch of St Clements and removing the need to cycle around parked cars in the presence of dense motor traffic flows. So Cyclox supports part a) of this decision, making these measures permanent.

However we wish to express some concerns about the way this scheme has been brought forward and evaluated, and would like part b) of the decision modified.

Since this scheme significantly affects cycling we find it startling that cycling is not mentioned in the motivation or background. It is good that cycling flows on St Clements have increased during the course of the trial, but that data seems to have been collected only "to provide reassurance that cyclist and pedestrian flows have not been adversely affected", whereas the goal from the outset should have been to improve cycling, not just to not make it worse.

Part b) of the recommended decision is to "Instruct officers to review the need for the bus lane following the introduction of the trial traffic filters". We oppose this unless it is modified to say something like "review the need for the bus lane and continuous cycle lanes".

The traffic filters may reduce traffic to the point where the bus lane is not necessary, but will not reduce traffic to the point where most people will be willing to cycle mixed with motor traffic. Cycle Infrastructure Design (LTN 1/20) suggests a threshold of 2500 motor vehicles per day for that.

And this scheme is one of a number of schemes which significantly affect cycling but which have been pitched entirely as bus schemes: others include the removal of parking on Abingdon Rd and the (still under consultation) proposal to remove parking on Hollow Way. All these schemes can be seen as implementing Action 6 of the Central Oxfordshire Travel Plan - "to remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes or situated on core bus routes" - but none of them acknowledge that.

Such schemes should be considered from the outset as both bus and cycling schemes, and their evaluation and monitoring should reflect that.