

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

**A4144 Woodstock Road Experimental Bus Lane**

December 2025

## 1. Bus journey times

A comparison of bus journey time data from on-bus trackers

- prior to the bus lane ETRO (but post Botley Road closure) Nov 2023
- after the bus lane ETRO (Nov 24)
- post temporary congestion charge (Nov 2025) - Source CitySwift

Direction	From	To	Change (seconds) in stop to stop runtime								
			07:00-09:00			15:00-18:00			00:00-23:59		
			01/11/2023 3 - 30/11/23	01/11/2024 4 - 30/11/24	01/11/2025 5 - 30/11/25	01/11/2023 3 - 30/11/23	01/11/2024 4 - 30/11/24	01/11/2025 5 - 30/11/25	01/11/2023 3 - 30/11/23	01/11/2024 4 - 30/11/24	01/11/2025 5 - 30/11/25
Southbound	Wolvercote Rbt	First Turn	42	63	76	36	46	40	33	41	39
	First Turn	Woodstock Close	40	43	47	34	38	39	34	37	37
	Woodstock Close	Squitchey Lane West	48	53	57	40	43	45	39	43	42
	Squitchey Lane West	Osberton Road	36	35	36	29	29	30	29	29	30
	Osberton Road	South Parade west	44	44	44	36	38	39	36	38	39
	South Parade west	Canterbury Road	180	181	179	175	179	186	161	166	168
	Canterbury Road	Radcliffe Observatory Quarter	92	97	99	89	96	101	87	94	95
Total			482	516	538	439	469	480	419	448	450
Northbound	Radcliffe Observatory Quarter	Canterbury Road	72	76	79	75	85	85	71	77	79
	Canterbury Rd	South Parade West	167	177	162	222	241	218	174	188	176
	South Parade	Osberton Road	25	25	26	28	28	31	25	25	26

	West										
	Osberton Road	Squitchey Lane west	49	50	49	58	59	65	48	50	50
	Squitchey Lane West	Woodstock Close	27	24	25	36	31	34	29	27	28
	Woodstock Close	First Turn	36	32	32	50	41	41	38	34	34
<i>Total</i>			376	384	373	469	485	474	385	401	393

## 2. Collisions

Collision reports from Thames Valley Police have been analysed over the period 28/09/24 (when the bus lane ETRO was implemented) to 30/09/25. There have been no reported collisions over the period since the Bus Lane ETRO has been implemented. The monitoring period is too short to draw conclusions about any overall effect of the scheme on collision rates and 2025 data is still provision. By comparison in the five-year period Sept. '19 to Aug. '24, there were four slight, and two serious, injury collisions over the length of the bus lane reversal.

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

Analysis of Inrix data (which comes from in-car navigation systems and mobile phones)

- prior to the bus lane ETRO (but post Botley Road closure) Nov 2023
- after the bus lane ETRO (Nov 24)
- post temporary congestion charge (Nov 2025) (Source; Inrix)

Road		From	To	Average travel time (seconds) (Mon - Fri)					
				08:00			16:00		
				01/11/2023 - 30/11/23	01/11/2024 - 30/11/24	01/11/2025 - 30/11/25	01/11/2023 - 30/11/23	01/11/2024 - 30/11/24	01/11/2025 - 30/11/25
Northbound	Woodstock RD	Wyndham Way	Wolvercote Rbt	86	86	90	115	120	140
	Woodstock RD	Moreton Rd	Wyndham Way	198	198	207	264	277	321
	Woodstock RD	St Giles	Wolvetcote Rbt	515	535	534	710	775	809
Southbound	Woodstock RD	Wolvercote Rbt	Field House Drive	197	176	184	92	103	104
	Woodstock RD	Field House Drive	Moreton Rd	273	249	257	140	158	161
	Woodstock RD	Wolvetcote Rbt	St Giles	735	717	722	487	536	530

#### 4. Air Quality

Provisional air quality data was provided by Oxford City Council. Several factors affect air quality (including weather and vehicle fleet renewal) therefore we cannot directly attribute these changes to the scheme. Several factors that likely influenced concentrations during the study period or the analysis:

- Bus Electrification – Electric buses under the ZEBRA scheme began gradual introduction in Oxford from November 2023 onwards, with the vast majority being introduced in late 2024.
- Weather Variability – Different weather conditions across years strongly affect measured concentrations (e.g., colder months typically show higher NO<sub>2</sub> levels).
- Other Local Traffic Changes – Roadworks, construction sites, temporary closures, and new traffic lights can alter traffic flows and impact concentrations measured.
- Data Adjustment for 2025 – The 2025 data has not yet been fully ratified, as this can only be done at year-end. For now, I applied the same bias adjustment factor used for 2024 due to the lack of a more up-to-date factor. This 2025 data is therefore provisional only and so this should be noted in the analysis.

The two sites were located at 306 Woodstock Road and 51 Sunderland Avenue

	Mean annual concentration of nitrogen dioxide measured at monitoring locations (µg/m <sup>3</sup> )			
	306 Woodstock Road	306 Woodstock Road (Bias adjusted)	Wolvercote 51 Sunderland Av	Wolvercote 51 Sunderland Av bias adjusted
October 2023 - September 2024 (pre bus lane ETRO)	17	13	25	19
October 2024 - September 2025 (post bus lane ETRO)	18	14	23	18
Change	1 µg/m <sup>3</sup>	1 µg/m <sup>3</sup>	-2 µg/m <sup>3</sup>	- 1 µg/m <sup>3</sup>

## 5. Traffic and cycle flows

Traffic flows for the Woodstock Road area have been obtained from permanent traffic counter located just south of Blandf avenue for;

- prior to the bus lane ETRO (but post Botley Road closure) March '24
- after the bus lane ETRO March '25
- post temporary congestion charge (Nov 2025)

	<b>Average Daily flow (00:00-23:59 - Mon-Fri)</b>	
	<b>Motor traffic (A4144 Woodstock Rd south of Blandford Avenue)</b>	
	<b>Southbound</b>	<b>Northbound</b>
<b>Mar-24</b>	8373	7946
<b>Mar-25</b>	8388	8911
<b>Nov-25</b>	8290	8561