

Speech by Danny Yee to the traffic filter decision, 29th November 2022



This photo is of the junction of Longwall St and High St. This junction generates one serious injury and four slight ones a year, on average; if left as it is, it is likely (~40%¹) to produce a fatality in the next decade. All it will take is someone cycling falling over, perhaps after their foot slips on a pedal, and going under a bus.

Not only is this junction so hostile that hardly anyone will cycle there with younger children or let teenagers cycle there, but half of cycling adults won't use it. Narrow pavements and high peak pedestrian flows also make it unpleasant for people walking. Along with the Plain at the other end of Magdalen Bridge, this junction is a massive barrier to active travel connectivity between East Oxford and the city centre.

Given the space constraints, there is no way to redesign this junction to significantly improve safety and accessibility for walking and cycling without removing the separate right-turn lane. But that can only be done with almost all the motor traffic removed from Longwall St.

If you are serious about your commitments to Vision Zero, to increasing active travel rates, and to enabling mobility for everyone, you need to do something here. I urge you not just to proceed with the traffic filters, but to consider replacing the St Cross filter with a bus gate, operating 24 hours a day and with exemptions only for emergency vehicles and local buses.

1 Based on the city-wide ratio of fatalities to serious injuries.