Item 10 – Oxford The Plain Roundabout – proposed use of ANPR equipment to enforce left turn prohibition from B480 Cowley Road entry.

I support the use of ANPR cameras to enforce the prohibition on direct Cowley to Iffley turns at the Plain.

As well as being dangerous, those turns delay the smooth operation of the roundabout, since people making such sharp turns have to wait for longer gaps in traffic and so unnecessarily delay the vehicles behind them on Cowley Rd.

As well as sweeping an exceptionally large turning area, these turns are also dangerous they are unexpected. People expect cars coming from Cowley Rd to be entering the roundabout, not exiting immediately to Iffley Rd. And the part of the roundabout where these turns take place is where most of the collisions are happening.

The coming traffic filters will reduce the volume of motor vehicles going through the Plain, but while that will reduce some dangers it will also increase speeds. Especially at a complex junction like the Plain, it is just as important to reduce the _variety_ of vehicle movements. That reduces the possible interactions between people using the roundabout and the cognitive load on them.

This argument makes clear the need to remove the parking on the Plain and to find alternatives for the buses and coaches that stop there. The parking may only generate fifty to a hundred car movements a day, but those movements are outside the ordinary operation of the roundabout. The buses are infrequent but dramatically restrict the space available and create a whole range of novel interactions.

Like the rest of Oxford's junctions, the Plain has a design that prioritises motor traffic flow, treats pedestrians as second-class citizens, and has any support for cycling tacked on as an afterthought. One reason it is particularly hazardous for people cycling is that it is not clear what route people cycling through the Plain should take -- either to them or to others. There are at least six different ways to cycle from Magdalen Bridge to Iffley Rd, for example.

We need a design for the Plain that provides routes for cycling that are obvious and accessible to everyone, so that it is clear for people cycling where they should be, and obvious where a cycle on the roundabout is heading. We can't have multiple routing options, designed for different kinds of people.
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