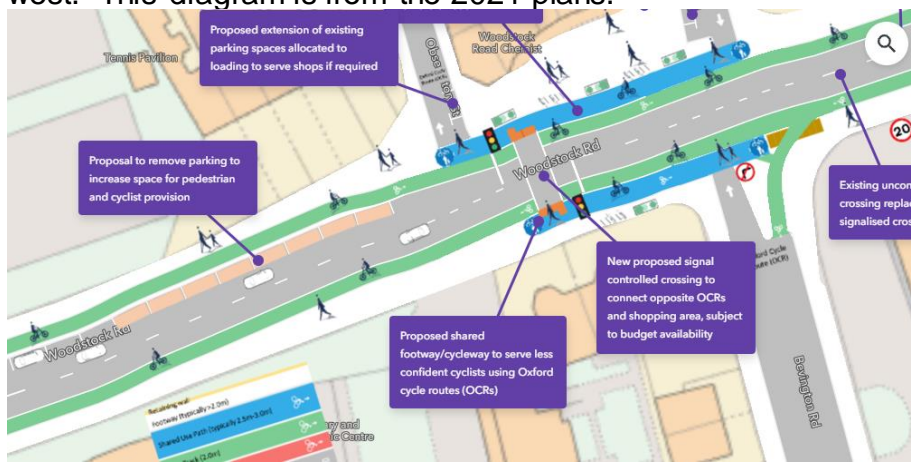


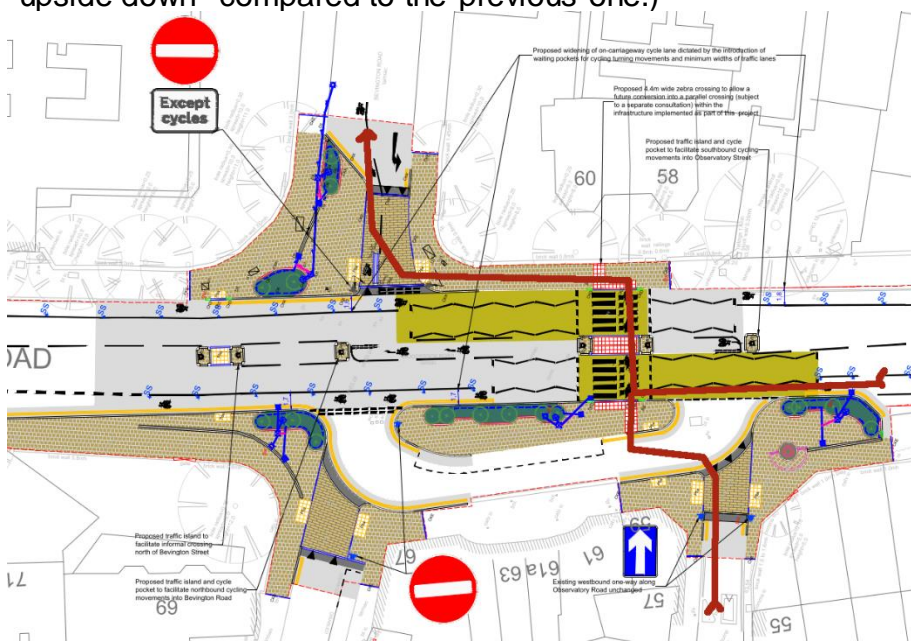
I am speaking on behalf of both Cyclox and Oxfordshire Liveable Streets.

This is a case where funding deadlines have forced both construction and planning to happen too fast for proper consultation or coproduction. This crossing was originally planned as a zebra crossing but is being changed to a parallel crossing at the very last moment.

The problem is that, because of this, the features that would allow proper utilisation of a parallel crossing are missing. This can be seen by looking at the plans for Woodstock Rd created in 2021, which had a toucan crossing in a similar location. Those plans had provision for contra-flow cycling, to allow people to cycle from the crossing to Bevington Rd on the east side and Observatory Rd on the west. This diagram is from the 2021 plans.



Without that, this crossing will encourage people to cycle on footways that have no cycle tracks marked to authorise cycling or to warn pedestrians to expect people cycling. There is also nothing at the Bevington Rd exit onto Woodstock Rd to alert drivers to the possibility of people cycling approaching from their left. This diagram shows the design of the current scheme, with one of the potentially dangerous movements, cycling from Observatory St to Bevington Rd. (Note that this diagram is "upside down" compared to the previous one.)



In general, parallel crossings should be used to connect cycle tracks on either side of the road, not cycle lanes, as direct use of crossings from cycle lanes will be unpredictable and dangerous. Imagine someone cycling north along Woodstock Rd wanting to turn right onto Bevington Rd. The current plans provide an island protected central waiting space (with a cycle symbol and turning arrow). A parallel crossing would create a second option, turning out of the cycle lane onto the crossing, and then either cycling on the footway to get to Bevington Rd or cycling contraflow on the carriageway cycle lane. (It may be argued this is not the intended use of the parallel crossing, but what then is the purpose of having it at all?)

Turning directly out of the cycle lane onto the crossing is not safe. People driving are not going to expect people cycling on the left of the road to turn right across them. And if people cycling stop to wait for a gap in the traffic, it will look like they are stopping to let a pedestrian cross rather than trying to use the crossing.

So we think this should be left as a zebra crossing. If it is to be made into a parallel crossing, then it needs to be accompanied by measures to allow it to be legally used - most importantly support for contraflow cycling connecting it with Bevington Rd and Observatory St.

This illustrates a broader problem with Oxford's cycling infrastructure. Too often there are two or three - in some locations as many as six - ways for people cycling to make turns or crossings. This is a wayfinding problem for people cycling, but also a source of danger, because it makes it difficult for everyone else - pedestrians, drivers, and other people cycling - to know where to expect people cycling to be and understand where they are likely to go. We need designs where there is one simple and clear (and safe and expeditious) way for people cycling to proceed.