

This is an excellent policy. It takes the county's policies on active travel and the hierarchy of users seriously and seems comprehensive. It also remains clear and easy to understand, which is important not only for the contractors who will use it directly but for people walking, wheeling and cycling to be able to understand what they should expect around street works.

Communicating this to contractors and getting them to follow it will remain a challenge, but this policy lays the basis for better provision for walking, wheeling and cycling through and around roadworks.

I have two corrections, to what look like simple typos, and a suggestion.

8.22 (i)

There is an error here. LTN 1/20 doesn't suggest separating cycle and pedestrian flows unless there is 5m of width: "structures with a width less than 5m overall should normally be shared use". If cycling is one-way then separation can be done with less width, but still requires at least 3.5m. (The foot-cycle tunnels under the Botley Rd railway bridge will have 3.5m effective width, allowing for the vertical wall.)

So the ">3m" here should be changed to ">5m".

8.22 (ii)

This is also backwards: it should say "shared use is acceptable if there is MORE than 3m width and ...". LTN 1/20 Table 6-3 says "Cycle Flows up to 300 cyclists per hours -> Minimum width 3m". Also "Over 300 cyclists per hour -> minimum width 4.5m". (The latter probably only applies to the inner sections of Oxford radials: Magdalen Bridge and its approaches, High St, Longwall St, the inner sections of Botley Rd, Banbury Rd, Woodstock Rd.)

An easy fix would be to change "less than" to "more than", and maybe append "; with flows above that, 4.5m is necessary."

Paragraph 9.22 could maybe explicitly reference LTN 1/20 Table 5-3, on the extra width necessary if there are vertical obstacles alongside the lane/track. This is often forgotten.