

## Land at Gosford

### Technical Note 13: Response to Active Travel England (ATE)

14<sup>th</sup> August 2023

Rev	Issue Status	Prepared / Date	Checked / Date	Approved / Date
0	Final	A Eggleston 14.08.23	D Swann 14.08.23	D Swann 14.08.23
1	final	A Eggleston 18.08.23	D Swann 18.08.23	D Swann 18.08.23

## 1 Introduction

- 1.1** Brookbanks is appointed by Barwood Development Securities Ltd to provide technical support for a proposed residential development at Gosford, Oxfordshire, which is the subject of a planning application (reference: 22/00747/OUT). The following development is proposed at the site:

*‘Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road’.*

## 2 Background Information

- 2.1** The proposed development lies to the south-east of the village of Kidlington.
- 2.2** The Site is bound to the north by existing agricultural land/fields and to the east by agricultural fields, Water Eaton Lane and the A34. The south of the Site is bound by Oxford Road and the west to Bicester Road. A cemetery is situated adjacent to the north-west of the Site, off Bicester Road.
- 2.3** This planning application covers part of the site allocated under Policy PR7a in the Cherwell Local Plan Partial Review. The application does not cover the entirety of the allocated site, with the northern area controlled separately by Hill Residential.
- 2.4** The site is currently undeveloped agricultural land and the land is not thought to have been historically subject to any significant built development. The Site location and boundary is shown indicatively on **Figure 2-1**, below:

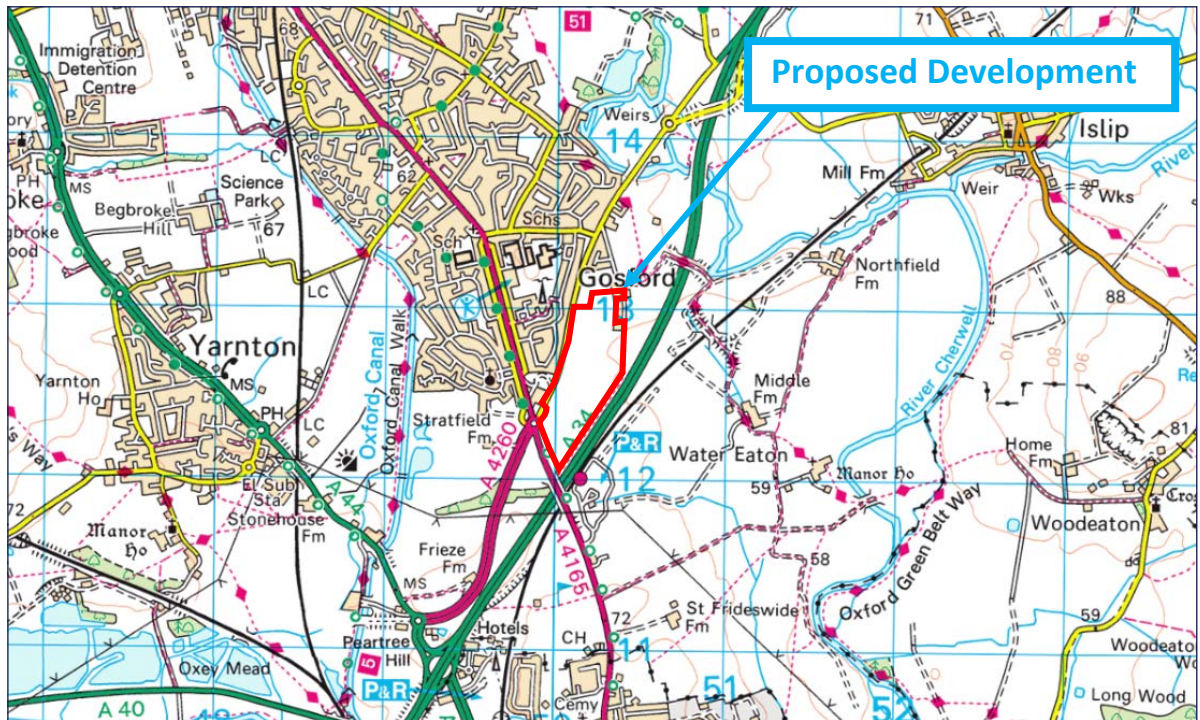


Figure 2-1: Site Location, OS Maps (2023)

- 2.5 A Transport Assessment (TA) has been produced to support the planning application, which provides a review of the existing transport networks and then proceeds to identify the accessibility of the Application Site together with a mitigation strategy. The TA has been reviewed by Oxfordshire County Council (OCC) and a range of observations on the TA were provided. Following on from the OCC comments, an addendum to the TA (Document reference: 10669TNH11vRev1) has been submitted, which provides additional detail regarding accessibility.

## 3 Response to ATE

- 3.1 The purpose of the note is to respond to observations raised by ATE, dated 28th July 2023 on the planning application, and in particular the comments relating to the submitted TA.
- 3.2 The response from ATE highlights a range of observations, which have been extracted and presented below, highlighted in *italics*, together with a response which immediately follows each extracted reference.

*ATE Comment: ATE notes that the pedestrian and cycle movements would be catered for through on and off-carriageway provision. However, the segregation provided to walkers, wheelers and cyclists is not clear. Bicester Road is currently limited to a single shared footway/cycleway on its western side. It requires users to cross the carriageway whether they are travelling north into Kidlington or South into Oxford. It is noted from the Transport Assessment that crossing points are to be provided across Bicester Road to access the existing footway/cycleway, and the location of a crossing is shown on drawing 10669-SK-05 included in the Transport Assessment, but the type of crossing is not specified. This design requires further consideration in accordance with LTN1/20.*

- 3.3 The connections along Bicester Road have also been raised by OCC. The access drawing has subsequently been updated, 10669-SK-05F, which confirms that the crossings along Bicester Road will be signalised, as confirmed in paragraph 3.7 of 10669TNH11vRev1. The amended site access drawing is contained in **Appendix A**. A Road Safety Audit has been completed that reviewed the site access arrangements with the full details provided within the TA Addendum.

*ATE Comment: Concerns are raised about the suitability of the Oxford Road / Bicester Road roundabout, particularly for cyclists' use. It is therefore recommended that improved segregation be provided to ensure safety across the roundabout, including suitable crossings for all users in line with LTN 1/20. It is crucial that these matters are addressed to achieve sustainable development through the provision of attractive, safe and direct routes for non-motorised users - a commitment that is pledged within the Planning Statement at paragraph 2.10.*

- 3.4** Improvements to the Oxford Road / Bicester Road have already been identified by OCC. The improvement scheme will provide a safer walking / cycling environment, the scheme is contained within **Appendix C**. These improvements are part of a comprehensive package of measures that is identified within the Infrastructure Delivery Plan. The TA Addendum confirms (paragraph 3.20 and paragraph 4.3 of 10669TNH11vRev1) that the Applicant will make a proportional contribution towards the IDP, in line with the other PR sites which reflects the advice from OCC. The IDP is contained in Appendix 4 of the Cherwell District Council (CDC) Local Plan Partial Review.

*ATE Comment: Active Travel England notes that in accordance with the Local Plan policy TR1 (Transportation Funding), before permitting development, the Council must be satisfied that transport measures needed as a consequence of allowing the development to proceed will be delivered. Active Travel England considers the six allocated sites for residential development an opportunity to contribute towards the vital infrastructure needed to support this extent of growth in the area.*

- 3.5** Over the past 18 months, working collaboratively with OCC, a consortium promoting the PR sites have commissioned detailed traffic modelling to confirm the range of transport measures that are required to enable development. These measures are identified within the IDP, forming an integral part of the Local Plan. The measures include improvements to the walking, cycling and public transport networks. The identified transport measures are targeted to actively encourage mode shift towards sustainable travel habits. As indicated above, the Applicant has confirmed that a proportionate CIL Reg122 contribution towards the schemes identified within the IDP will be supported.

*ATE Comment: In terms of local amenities near the site, there is a local primary school, a supermarket, and a pharmacy, all within 1km of the site. Oxford Parkway Railway Station and Park and Ride are located around 1km to the southeast, offering an 8-minute train journey to Oxford, a 10-minute train journey to Bicester, or a 12-minute bus journey to Oxford City Centre. It is considered that improvements could be made to the quality of the routes to Edward Field Primary School and Gosford Hill Secondary School from the site. Both routes would first require crossing Bicester Road. The direct route to primary school would require school children and parents to travel north along the shared footway/cycleway and continue left at the junction along Bicester Road on a much narrower footway, approximately 150 metres in width, for a further 80 metres. The route continues along the narrow footway to the secondary school, turning left onto the A4260, a busy road that is unlikely to be suitable for safe and attractive cycling in view of the high traffic volumes when considered against Table 4-2 of LTN 1/20.*

- 3.6** The application supports a comprehensive movement strategy that provides strong links into the existing infrastructure. This includes provision of crossing facilities along Bicester Road, links into the Greenway and a continuous route towards Oxford Parkway. These details are included within the TA Addendum (paragraph 3.8) with an overall movement plan included within **Appendix B**.

*ATE Comment: The layout of the site provides an opportunity to support travel for all users. However, and in consideration of whether the site provides suitable permeability for walkers, wheelers and cyclists, further detail is required of how non-motorised users would approach and safely cross junctions, noting a key objective from Oxfordshire County Council Street Design Guide (section 1.5) is that "street design within a masterplan should provide a clear and permeable hierarchy of streets, routes and spaces which are inclusive and create safe, convenient ease of movement by all users."*

- 3.7** As indicated, improvements to the Oxford Road / Bicester Road roundabout, contained in **Appendix C**, have been identified by OCC. The roundabout improvement scheme include the provision of signalised crossing

points, providing a safer network for sustainable users. Furthermore, the site access proposals that are contained in **Appendix A** confirms the location of two additional provide additional signalised crossing facilities on Bicester Road. **Appendix B** indicates the walking and cycling connections between the site, Kidlington and Oxford Parkway. In combination, these transport measures provide multiple route options for the future residents two access key facilities and amenities.

*ATE Comment: Assessment of Surrounding Infrastructure It is noted that the submitted Transport Assessment does not provide a qualitative assessment of the walking and cycling provision in the local area or identify key routes to amenities. This is expected as part of NPPF paragraph 104 and necessitates / informs further more detailed discussions on how the current situation can be improved to meet the needs of the new population and bring about the step change necessary to deliver sustainable, active and healthy communities in line with current government policy.*

- 3.8** As indicated, improvements to the Oxford Road / Bicester Road roundabout have been identified by OCC, the site access proposals provide additional crossing facilities on Bicester Road and connections into the route towards Oxford Parkway are to be provided.

*ATE Comment: The Kidlington Local Walking and Cycling Infrastructure Plan (LCWIP) Figure 14 - identifies Bicester Road as part of the proposed cycling network and future residents of the proposed development would need to make use of this a daily basis if the development is to fulfil the policy criteria stated above. It is not considered that the existing highway infrastructure along the Bicester Road corridor is suitable due to its lack of width and segregation. An existing footway is located on the west side of Bicester Road, however, it is noted from the plans that a footway would be provided along the access frontage of the proposed development, which would include a crossing to the east side. The applicant and the LPA, in conjunction with the Local Highway Authority (LHA) will need to ensure that new pedestrian / cycling facilities along the site frontage will connect to adjoining infrastructure to be delivered by any adjoining sites (or active travel schemes delivered by the LHA) that come forward in the future and built to a specification that meets current standards to avoid inconsistent provision. In line with Policy PR4a (Sustainable Transport), it is required that a contribution is obtained to provide a segregated footway cycleway along the western side of the Bicester Road to support Oxfordshire County Council (OCC) plans of the road being part of the proposed cycling network and to ensure the route is in line with LTN 1/20 Table 4.2 and Inclusive Mobility, ensuring an accessible and inclusive environment for all walkers, wheelers and cyclists.*

- 3.9** As previously indicated, crossing facilities along Bicester Road are to be delivered. These are to be signalised crossing points which complies to LTN 1/20. These are indicated on the site access drawing 10669-SK-05F, which is contained in **Appendix A**.

*ATE Comment: In accordance with paragraph 104 of the NPPF, Active Travel England notes the location of the proposed pedestrian crossing in the Transport Assessment (drawing 10669-SK05) and would welcome further detail on the type of crossing to ensure its suitability for all users.*

- 3.10** As previously indicated, the crossing facilities along Bicester Road are to be signalised. These are indicated on the site access drawing 10669-SK-05F which is contained in **Appendix A**.

*ATE Comment: The data presented in the Transport Assessment identifies two collision clusters on the roundabout approaches from Oxford Road and Bicester Road with four collisions recorded on each arm, two of which were severe injuries, with all eight involving cyclists. Consequently, and in consideration of the wider growth proposed for the area, it is recommended that these issues are addressed, with a solution for safe and attractive infrastructure progressed through the obtaining of developer contributions in line with the NPPF and Local Plan Policy PR4a (Sustainable Transport).*

- 3.11** As indicated previously, OCC have developed a package of improvements at the Oxford Road / Bicester Road junction which will include the delivery of cycling infrastructure which will fundamentally assist with the safe movement of cyclists through this junction. The improvement scheme is contained within **Appendix C**.



*ATE Comment: The Kidlington LCWIP identifies that future routes are intended to run through the site, along with the primary route along Bicester Road, as mentioned above. However, it is considered that the connections between Bicester Road and the Oxford Road require further thought, with particular attention to how they link with the site. This is essential in order to provide safe and convenient access for future residents to access the Sainsbury's supermarket and local amenities to the west. The public footpath that runs along the north side of Sainsbury's car park would appear to provide non-motorised access between Bicester Road and the Oxford Road and recommends a proportionate financial contribution is made to enhancing this route, along with the further cycling measures identified in Table 9 of the LCWIP.*

- 3.12** The connections between the Application Site and Bicester Road / Oxford Road are shown on the plan contained in **Appendix B**. This confirms that a movement strategy has been developed to ensure the future residents can safely access the existing facilities within Kidlington. Discussions are ongoing with OCC in relation to the proportionate financial contributions that are necessary.

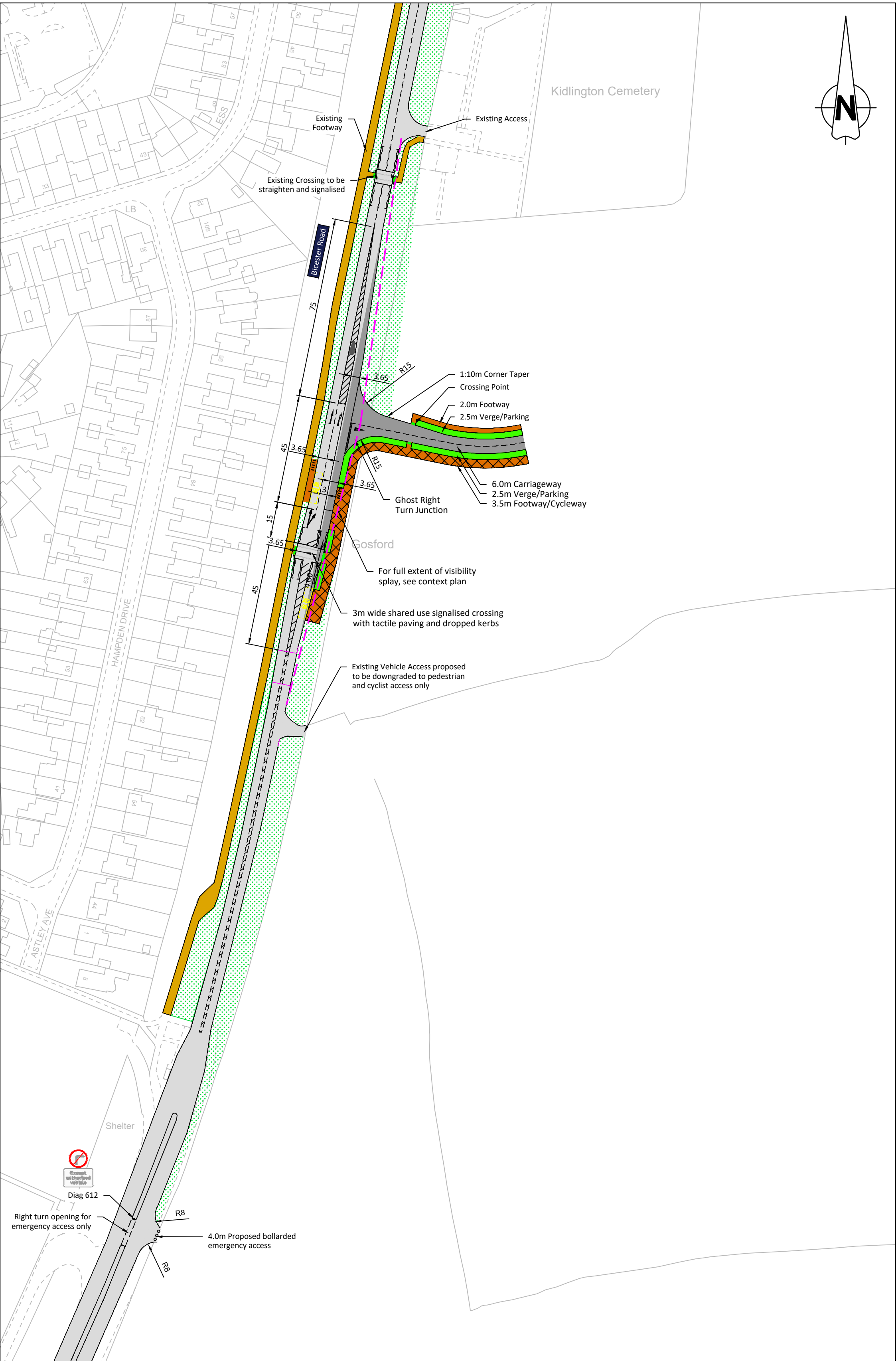
*ATE Comment: The application envisages that internal pedestrian and cycle movements will be catered for through on and off-carriageway provision. In line with this, Manual for Streets (section 3.6.8 - Table 3.2) recommends establishing a user hierarchy where pedestrians are considered first in the design process, followed by cyclists and then public transport users, and the Oxfordshire Street Design Guide also follows this user hierarchy. Further details on the infrastructure provided for pedestrians and cyclists to travel along the Primary Street link would be welcomed, with particular reference to the need to ensure priority at junctions. This information can then be agreed to inform produce a high quality Design Codes that takes into account the requirements of the OCC Street Design Guide.*

- 3.13** The final details for the on site network are to be agreed during subsequent reserved matters applications. However, it should be noted that the on site layout has been guided by the PR7a Development Brief produced by CDC and adopted by them in June 2022. This document provides overarching guidance for all aspects of the development, including for Movement and Access (Section 6.4) These principles are embedded within the Design and Access Statement and the illustrative masterplan. Compliance with the principles of the DAS will be incorporated by condition, and they provide a clear indication of the design aspirations that will be applied when considering the internal movement strategy. Section 4.6 of the DAS provides an indication of the street types (primary street, secondary street, lanes and private drives) that will be used within the development.

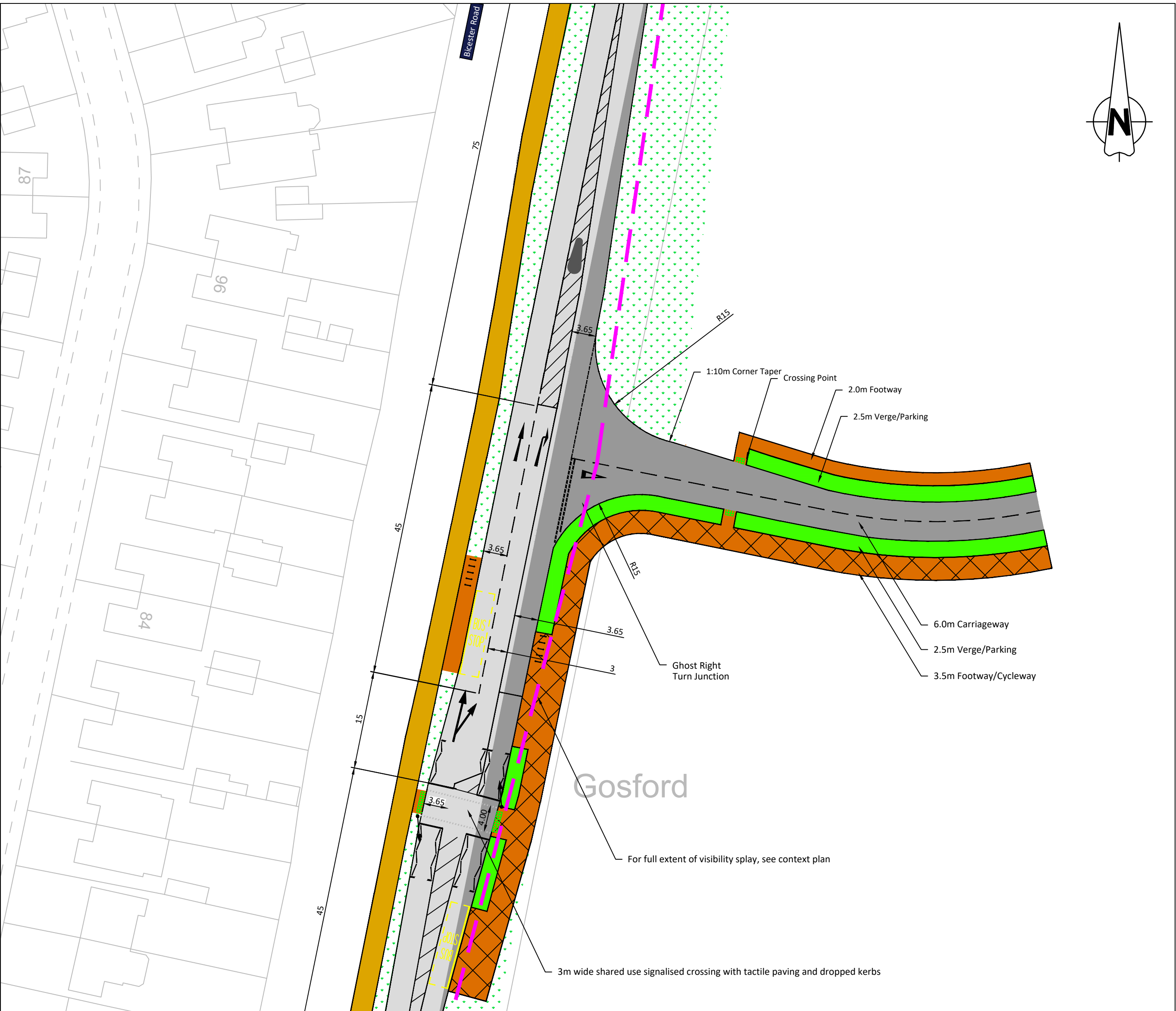
*ATE Comment: The submitted travel plan requires further detail on the level of active travel trips that are forecast to be generated. Details of the infrastructure to be provided and how its use will be embedded by the initiatives in the travel plan should be outlined along with confirmation of the actions to be taken if the targets are not met. These should be outlined and committed to with the intention for these to be secured, implemented, and monitored through planning conditions / S106 obligations. The travel plans should be supported and funded for the whole of the development for an agreed timescale or until the targets are met and sustained for a set period.*

- 3.14** A Travel Plan (TP) has been submitted in parallel with the TA (Document reference: 10669TP01) . The TP will be implemented to support a mode shift away from the private motor car. Table 6-2 within the TP confirms the mode shift targets, with Chapter 7 identifying the package of measures that will be implemented. The TP, paragraph 7.19, confirms that the travel plan coordinator will be in place for the duration of the build out period with paragraph 9.2 confirming the necessary funding arrangements. Chapter eight of the TP confirms the monitoring strategy that will be employed. The Applicant has confirmed support for planning conditions / S106 obligations to safeguard the delivery of the TP. The TP provides a clear statement on the aspiration to achieve mode shift, providing a package of measures to encourage sustainable choices, supported by the travel plan coordinator who will actively manage the TP process and a monitoring strategy to ensure the targets are met.

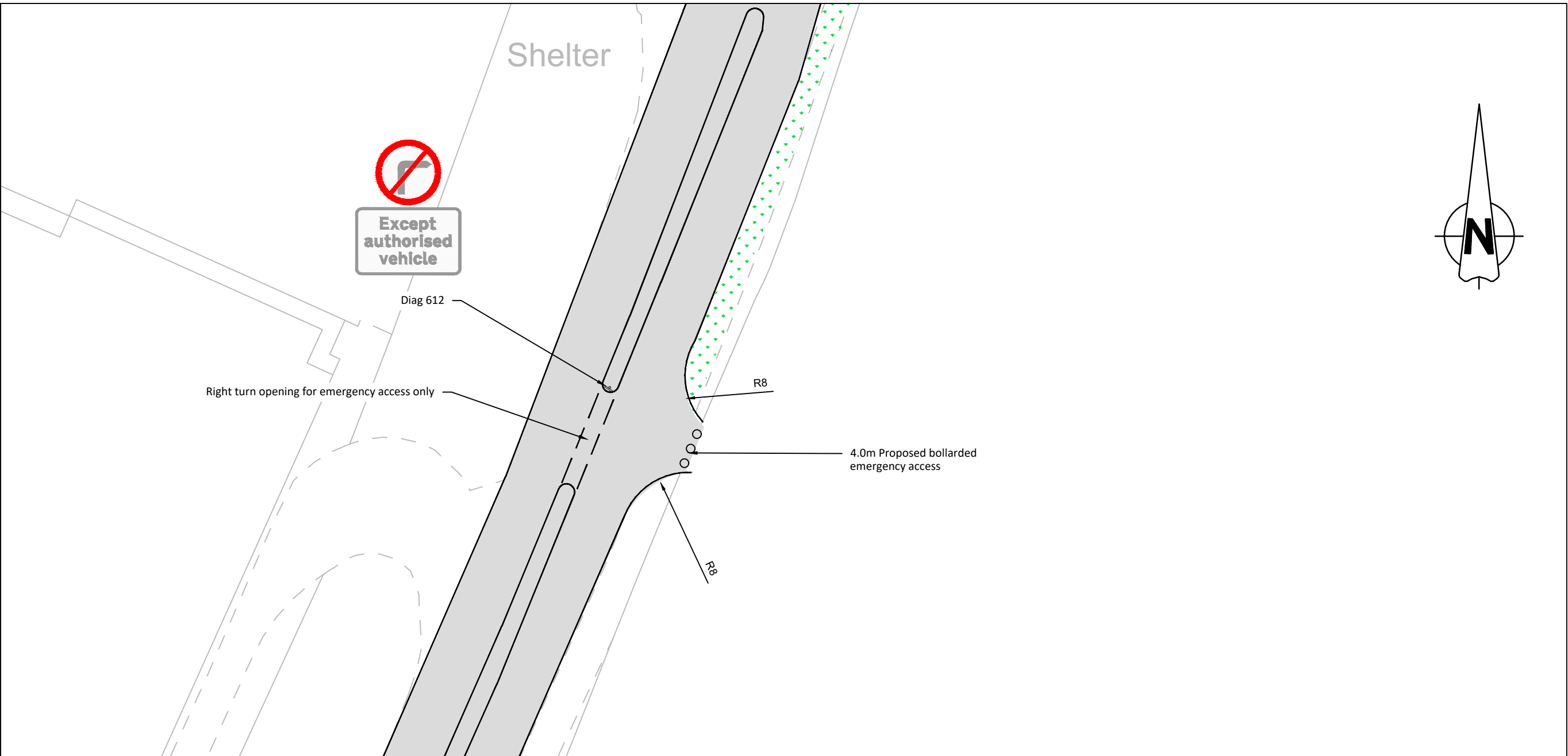
## | Appendix A – Site Access Drawing



Context Plan  
1:1250



Northern Access  
1:500



Southern Access  
1:500

NOTES:

- Do not scale from this drawing.
- All dimensions are in metres unless otherwise stated.
- Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
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- Preliminary design based on OS data and therefore subject to detailed design and survey.

KEY:

- Development Boundary
- Existing Highway Boundary
- Tactile Paving
- Existing Carriageway
- New / Overlaid Carriageway
- Existing Verge
- Proposed Verge
- Existing Footway and Cycleway
- Proposed Footway
- Proposed Footway and Cycleway
- Visibility Splay (DMRB 70kph - 4.5 x 120 m)
- Proposed Cycle Parking Stand
- Proposed Road Sign
- Illustrative Signal head, posts and pedestrian crossing equipment

F	Corner taper added to junction arrangement	SMG	AE	LW	25.07.23
E	Layout updated in response to comments from Stage 1	SMG	AE	LW	13.07.23
	Road Safety Audit				
D	Visibility Splay updated, Bus stop added, Pedestrian crossing amended	CL	AE	AE	25.04.23
C	Visibility Splay amended	KS	AE	AE	31.03.23
B	Shared use refuge island added	HG	AE	DS	14.04.22
A	Bollards added to drawing	HG	DS	DS	02.03.22
-	First Issue	HG	AE	AE	22.02.22



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Barwood Land

Land South East of Kidlington,  
Oxfordshire

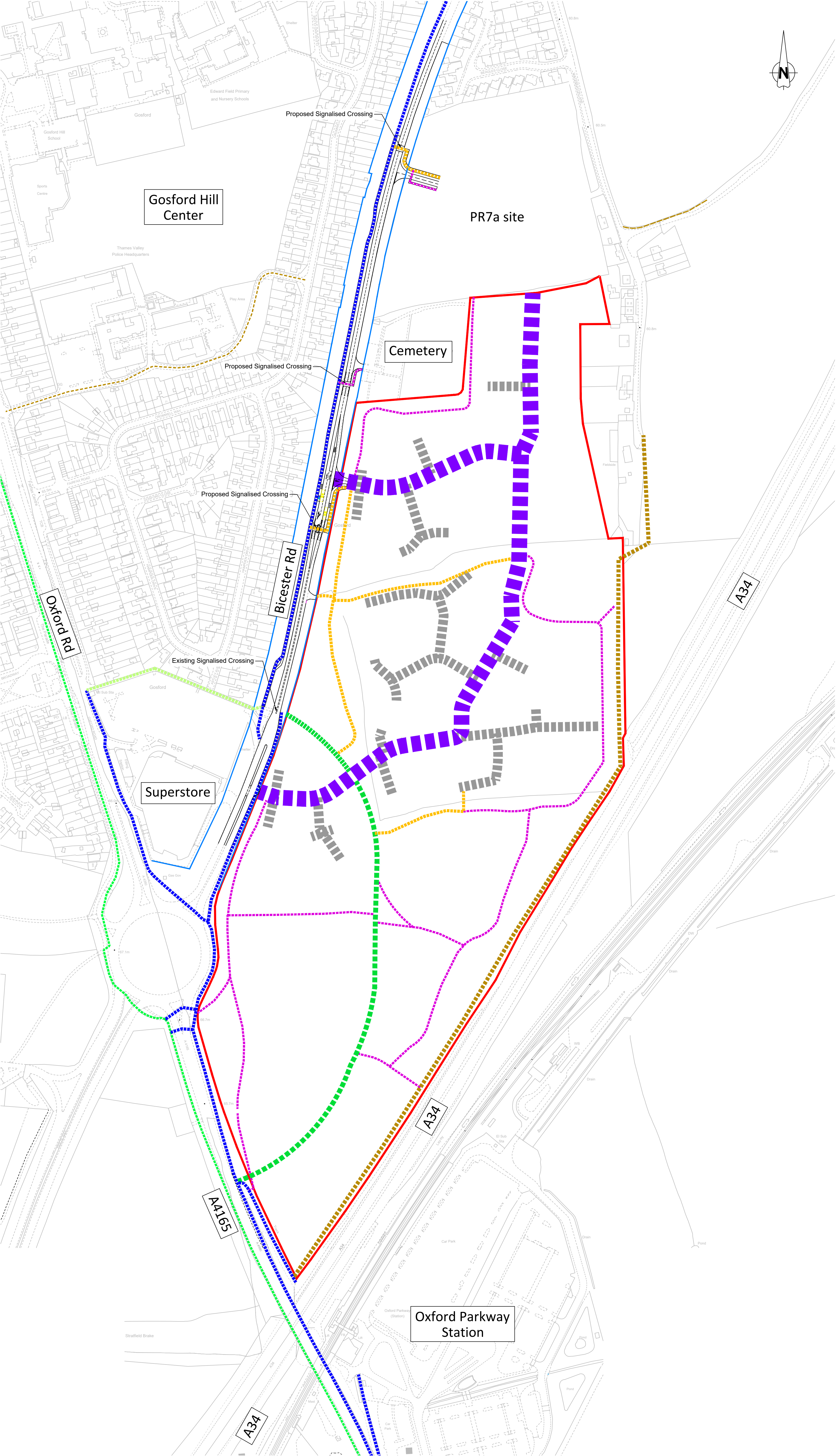
Access Strategy

Status		Status Date
Information		Feb 2022
Drawn	Checked	Date
HG	AE	22.02.22
Scale	Number	Rev
As shown	10669-SK-05	F
0 10 20 30 40 50		
METRES		

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

## | Appendix B – Walking / Cycling Routes





Construction Design and Management (CDM)

Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

NOTES:

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- 4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting Ltd.

KEY:

- Development Boundary
- Existing Highway Boundary
- Proposed Spine Road
- Proposed Secondary Streets
- Proposed 5m Greenway
- Proposed Footway/Cycleway
- Proposed Pedestrian Footway
- Existing Public Right of Way
- Existing Bridleway
- Existing Footway/Cycleway
- National Cycle Network Route 51
- Existing Greenway

A Updated to comments from Pegasus Group SMG AE AE 21.06.23  
First Issue CL AE AE 27.04.23



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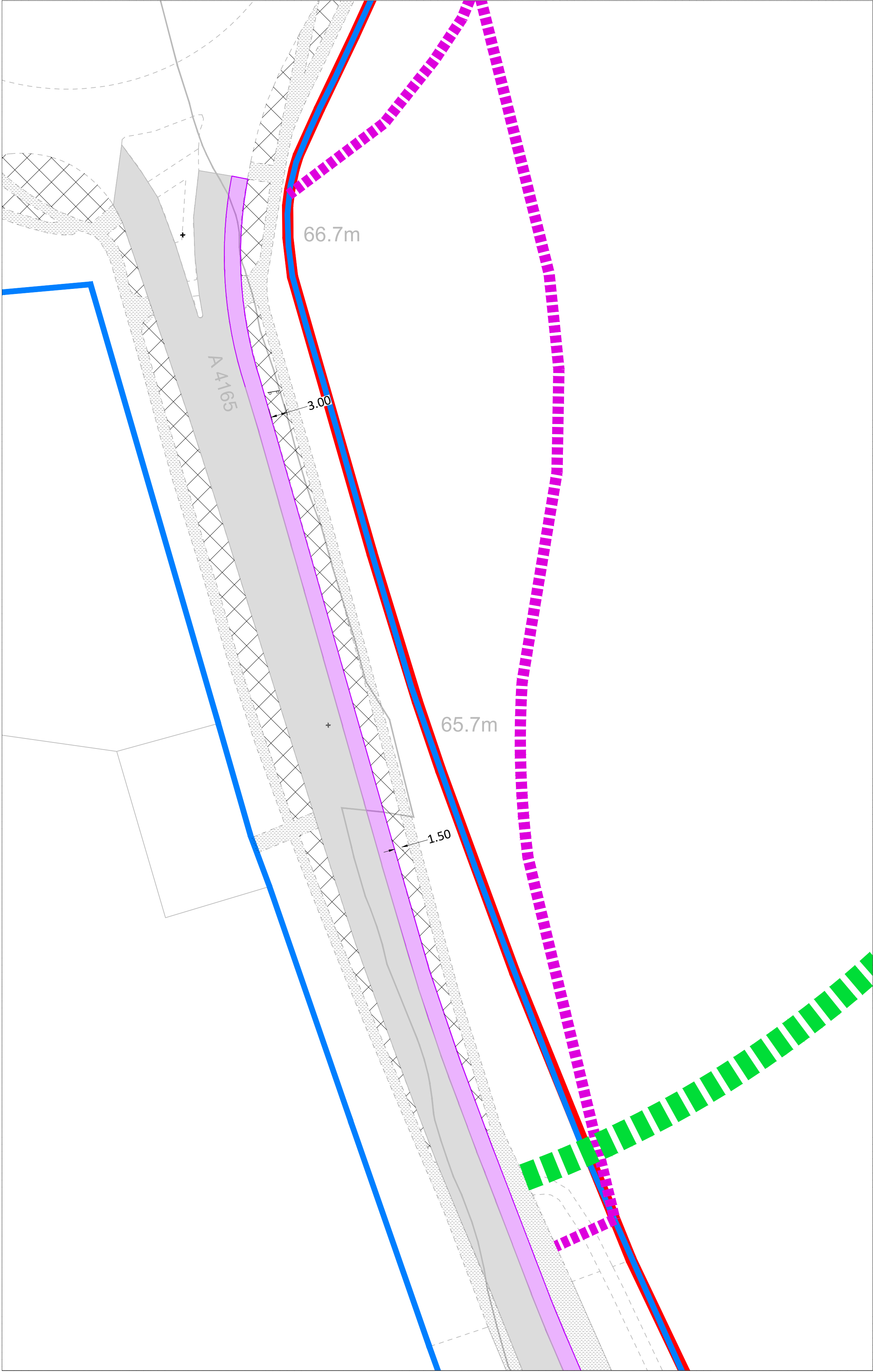
Land South East of Kidlington, Oxfordshire

Walking & cycling route layout

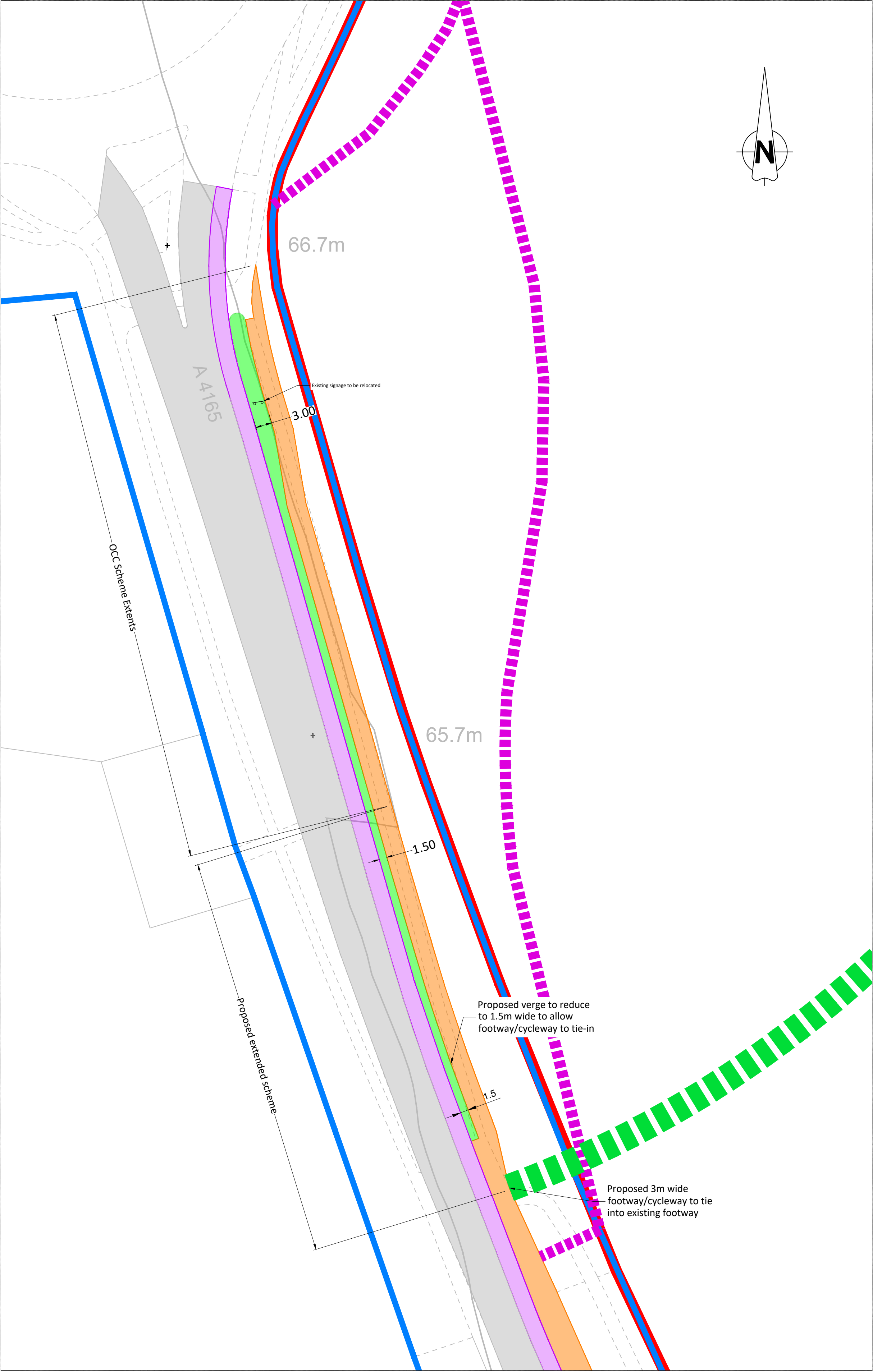
Status		Status Date
Draft		April 2023
Drawn	Checked	Date
CL	AE	25.04.2023
Scale	Number	Rev
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METRES		

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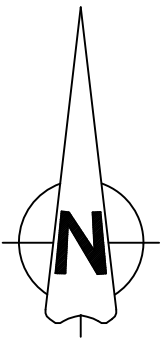




Existing Arrangement



Proposed Arrangement

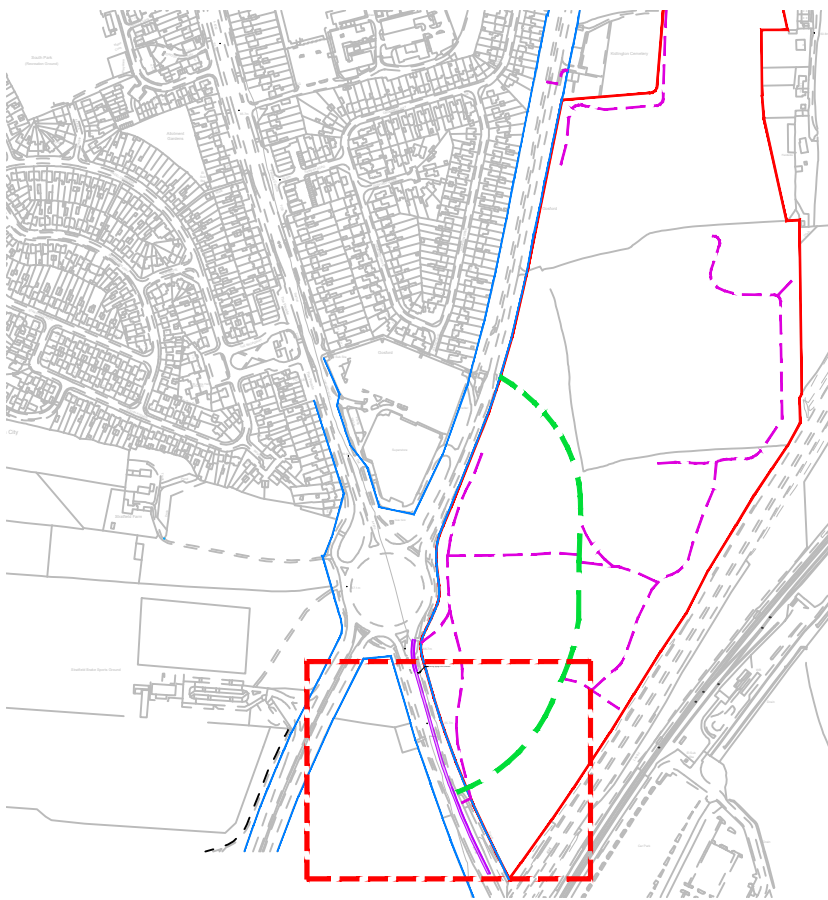


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- Preliminary design based on OS data and therefore subject to detailed design and survey.

KEY:

- Highway Boundary
- Development Boundary
- Existing Bus Stop
- Existing Carriageway
- Existing Footway
- Existing Verge
- Proposed Footway - Cycleway
- Proposed Verge
- Proposed 5m Greenway
- Proposed Pedestrian Footway



CONTEXT BOX

- First Issue SMG DS DS 25.07.23



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Barwood Land

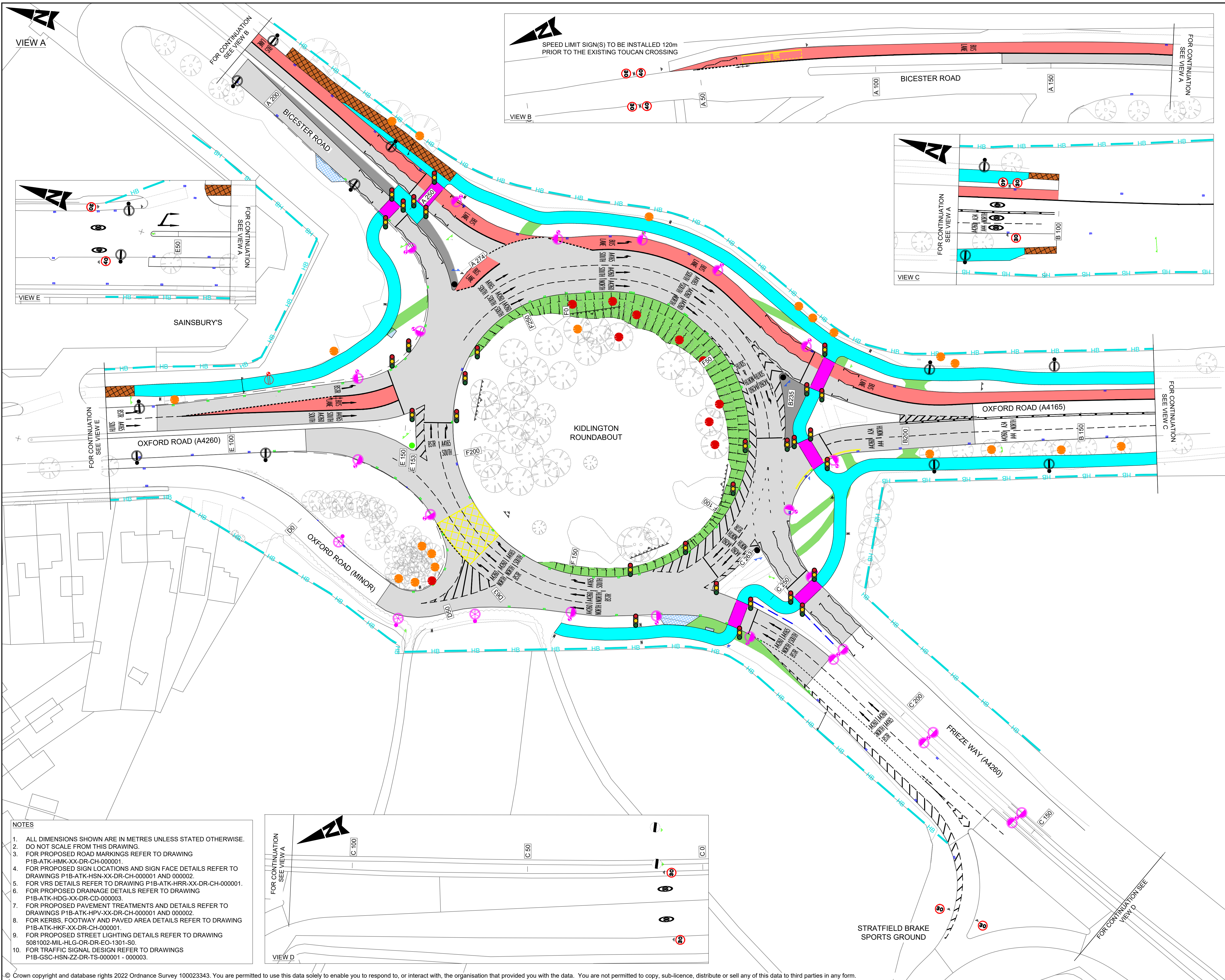
Land South East of Kiddlington,  
Oxfordshire

Proposed Footway Cycleway  
Arrangement

Status		Status Date
Draft		July 23
Drawn	Checked	Date
SMG	DS	25.07.23
Scale	Number	Rev
1:500	10669-SK-10	-
0 10 20 30 40 50		
METRES		

## | Appendix C – OCC Improvement scheme





- NOTES
1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
  2. DO NOT SCALE FROM THIS DRAWING.
  3. FOR PROPOSED ROAD MARKINGS REFER TO DRAWING P1B-ATK-HMK-XX-DR-CH-000001.
  4. FOR PROPOSED SIGN LOCATIONS AND SIGN FACE DETAILS REFER TO DRAWINGS P1B-ATK-HSN-XX-DR-CH-000001 AND 000002.
  5. FOR VRS DETAILS REFER TO DRAWING P1B-ATK-HRR-XX-DR-CH-000001.
  6. FOR PROPOSED DRAINAGE DETAILS REFER TO DRAWING P1B-ATK-HDG-XX-DR-CD-000003.
  7. FOR PROPOSED PAVEMENT TREATMENTS AND DETAILS REFER TO DRAWINGS P1B-ATK-HPV-XX-DR-CH-000001 AND 000002.
  8. FOR KERBS, FOOTWAY AND PAVED AREA DETAILS REFER TO DRAWING P1B-ATK-HKF-XX-DR-CH-000001.
  9. FOR PROPOSED STREET LIGHTING DETAILS REFER TO DRAWING 5081002-MIL-HLG-OR-DR-EO-1301-S0.
  10. FOR TRAFFIC SIGNAL DESIGN REFER TO DRAWINGS P1B-GSC-HSN-ZZ-DR-TS-000001 - 000003.

**MILESTONE**  
A part of Mott MacDonald

KEY

- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED TRAFFIC ISLANDS / HARDENED AREA
- EXISTING SHARED USE PATH TO REMAIN
- PROPOSED WIDENED/STRENGTHENED AREAS OF CARRIAGEWAY
- PROPOSED VERGE / GRASSED AREA
- PROPOSED CONTROLLED CROSSING
- PROPOSED TRAFFIC SIGNAL MAINTENANCE BAY
- PROPOSED TRAFFIC SIGNAL CABINET HARDSTANDING
- EXISTING / PROPOSED SPEED RESTRICTIONS
- HIGHWAY BOUNDARY
- PROPOSED TRAFFIC SIGNAL
- INDICATIVE EARTHWORKS
- PROPOSED VRS TERMINAL
- INDICATIVE TREES TO BE REMOVED
- INDICATIVE TREES TO BE RETAINED WITH MITIGATIONS
- PROPOSED SIGN
- EXISTING SIGN TO BE RELOCATED
- EXISTING SIGN TO REMAIN
- PROPOSED LIT BOLLARD
- EXISTING LIT BOLLARD TO REMAIN
- EXISTING GULLY TO REMAIN
- EXISTING KERB INLET TO REMAIN
- PROPOSED GULLY
- EXISTING OCC STREET LIGHTING COLUMN TO REMAIN
- EXISTING OCC STREET LIGHTING COLUMN TO BE RELOCATED
- PROPOSED 12m STREET LIGHTING COLUMN
- PROPOSED 6m STREET LIGHTING COLUMN
- PROPOSED 12m DUAL STREET LIGHTING COLUMN

P01	23/06/22	FIRST ISSUE	MC	AE	PM
Rev	Date	Description	Dwn	Chkd	App
Revisions					
Client					



Drawing Originator

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Drawing Status

FOR INFORMATION

Project Name

NORTH OXFORD CORRIDOR  
1B - KIDLINGTON ROUNDABOUT

Title

## GENERAL ARRANGEMENT PTRO CONSULTATION

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:500	MC	AE	PM
		Drawn Date	Checked Date	Approved Date
		22/06/22	23/06/22	23/06/22

Drawing Number	Status	Rev
P1B-ATK-HAC-XX-SK-CH-000001	S2	P01

File location: This Drawing is saved on ProjectWise. Printed by: Callcut, Matthew