

## 1.0 Introduction

- 1.1 This Technical Note responds to comments received from the Local Highway Authority dated 14<sup>th</sup> July.

## 2.0 Kidlington Roundabout Improvements

### Capacity Assessment

- 2.1 MAC Pre-planning Engineering had a meeting with the Oxfordshire County Council (OCC) team responsible for delivery of the Kidlington Roundabout in September 2021 which was led by OCC's Jacqui Cox.
- 2.2 At this meeting we informed OCC of our proposals for the development, particularly in relation to our access proposals a copy of which we provided to the team. At this meeting we were advised that any proposals for the Kidlington Roundabout would include our development and other development sites identified in the Local Plan and Partial Review of the Plan. To aid with this consideration we provided a copy of our current Transport Assessment and access drawing.
- 2.3 At this meeting it was agreed that we would need to consider the impact of our development on this roundabout should these improvement works not come forward. We have done this in our Transport Assessment (124-TA-02-D), which demonstrated there was no significant impact at this junction. As the development was included in the upgrade plans consideration of the possible future case was not required.
- 2.4 We have confirmed with Jacqui Cox, in November 2022, that the proposed improvements of this junction did include the Partial Review sites. Therefore, we consider that there is no requirement to undertake this assessment again as the improvements have been designed with the Partial Review sites in mind.

### Connectivity

- 2.5 An updated version of the access drawing is enclosed in **Appendix A**. This shows that the footway and shared footway / cycleway to the south of the site is typically 3.5m wide. This existing provision connect with the proposals planned for Kidlington Roundabout as shown on the plan in **Appendix B**. The short element of footway between the site and existing shared footway / cycleway could be reclassified as a shared footway / cycleway to provide total connectivity between the proposed development and wider footway / cycleway provision.

### **3.0 Connectivity**

- 3.1 As mentioned above there is existing 3+m wide infrastructure between site and the Kidlington Roundabout. Where this is not designated as a shared footway / cycleway between the development and the Kidlington Roundabout this could be altered as it already complies with the width requirements.
- 3.2 To the north of the access the proposed access connects with the existing footway which is in excess of 3m wide but reduces in width at the dwellings.
- 3.3 With respect to offsite connections on the northern, southern and western boundaries footways will be provided by the developer up to the development boundary. On these boundaries there is third party and beyond the red line and not within control of the highway authority, therefore it is not feasible to deliver the offsite infrastructure. For delivery of the short offsite links a S106 contribution will be made so that these can be delivered by others.

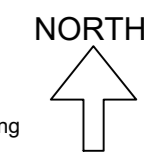
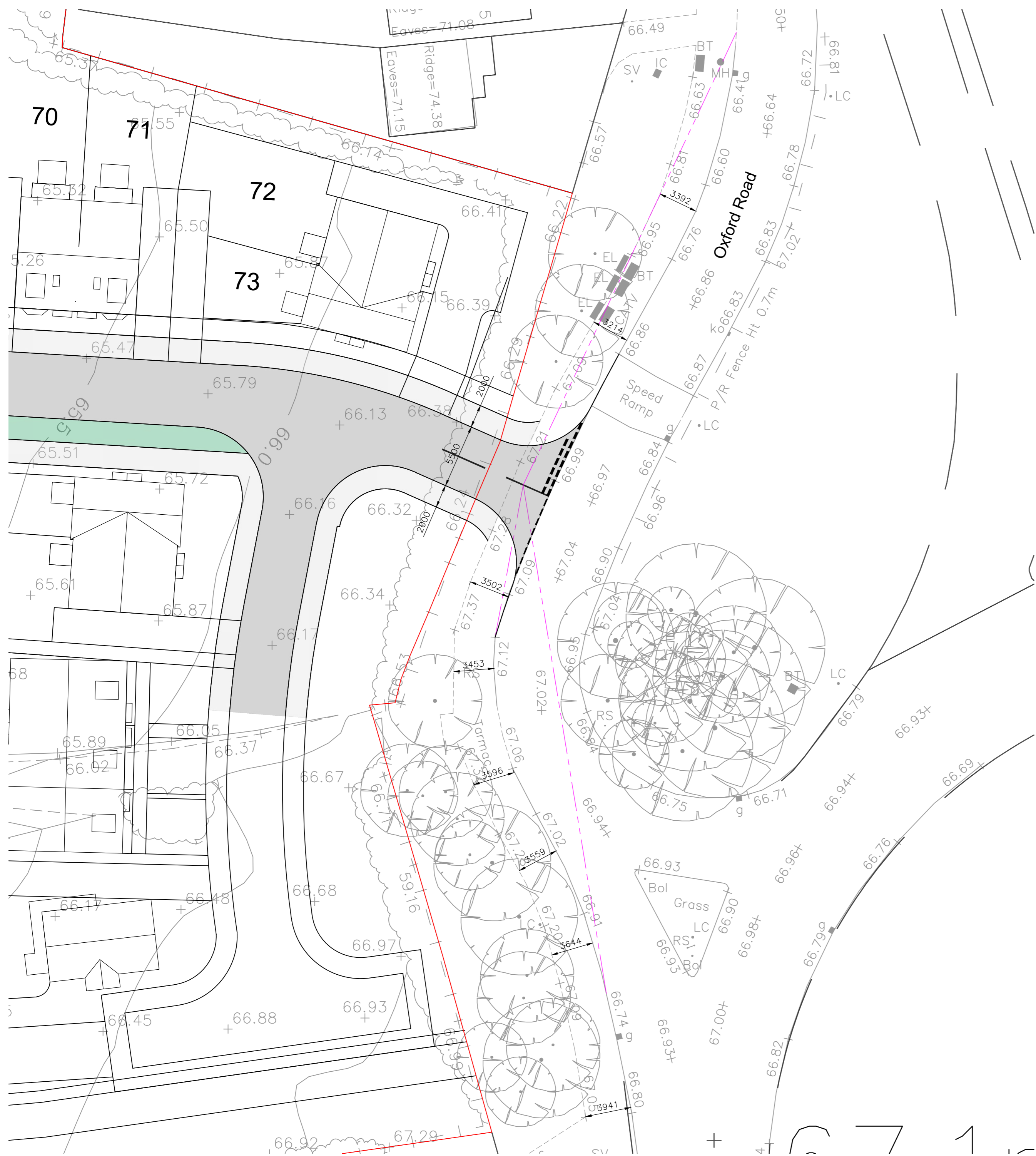
### **4.0 Accident Data**

- 4.1 The latest accident data has been requested but it should be noted that this would include years when traffic flows were affected by Covid. As such we would consider the data included within the Transport Assessment to be a fair representation and an assessment of the safety impact.
- 4.2 Any review of accident data at the Kidlington Roundabout would also soon be redundant as the junction is to experience a significant change in how it operates so historical data would not be reflective of future performance. As noted above improvements to the junction has considered this and other allocated site therefore will have fully considered the safety implications.
- 4.3 Regardless of this an extract from Crashmap is shown below for the years 2018 and 2019 i.e partial and full year missing before Covid. Three accidents are shown on Oxford Road not at the Kidlington Roundabout. Of these two are slightly injuries and one is serious. The location of these accidents is where additional traffic from the development would be minimal. Therefore, we do not consider the additional accident to alter the conclusions in the Transport Assessment that the development will not have a significant adverse impact on highway capacity.




**Appendix A**

Proposed Site Access  
MAC drawing no. 122-TA05 E



- Notes**
1. Based on MSurv 'Topographical Survey' drawing number 1215/3047/1A & 2A dated May 2017
  2. Based on RGP 'Proving Layout' drawing number 40975 010 PR7b dated 01.11.2021.
  3. Based on Ordnance Survey mapping

**Key**  
 --- Visibility Splay - 2.4m x 43m

 <b>T: 01604 340544 Northampton Office</b> <b>E: info@mac-ltd.co.uk W: mac-ltd.co.uk</b> Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> <li>• Transport Assessments</li> <li>• Flood Risk Assessments</li> <li>• Highway Advice</li> <li>• Access Design</li> <li>• Drainage Strategies</li> <li>• Vehicle tracking</li> </ul>	<b>Client:</b> Manor Oak Homes <b>Project:</b> Land off Oxford Road, Kidlington	<b>Date:</b> 04/11/22 <b>Drw:</b> MJA <b>Chk:</b> MJA	
	<b>Title:</b> Proposed Site Access		<b>Scale:</b> 1:250 <b>Size:</b> A2	
	<b>Drawing No:</b> 122-TA05	<b>Revision:</b> E		



**Appendix B**

General Arrangement PTRO Consultation  
Atkins drawing no. P1B-ATK-HAC-XX-CH-000001 S2 P01



- 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
  - 30 40 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

PO1	23/06/22	FIRST ISSUE	MC	AE	PM
Rev	Date	Description	Drn	Chkd	App
Revisions					

Client



Drawing Originator

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Drawing Status  
**FOR INFORMATION**

Project Name  
**NORTH OXFORD CORRIDOR  
1B - KIDLINGTON ROUNDABOUT**

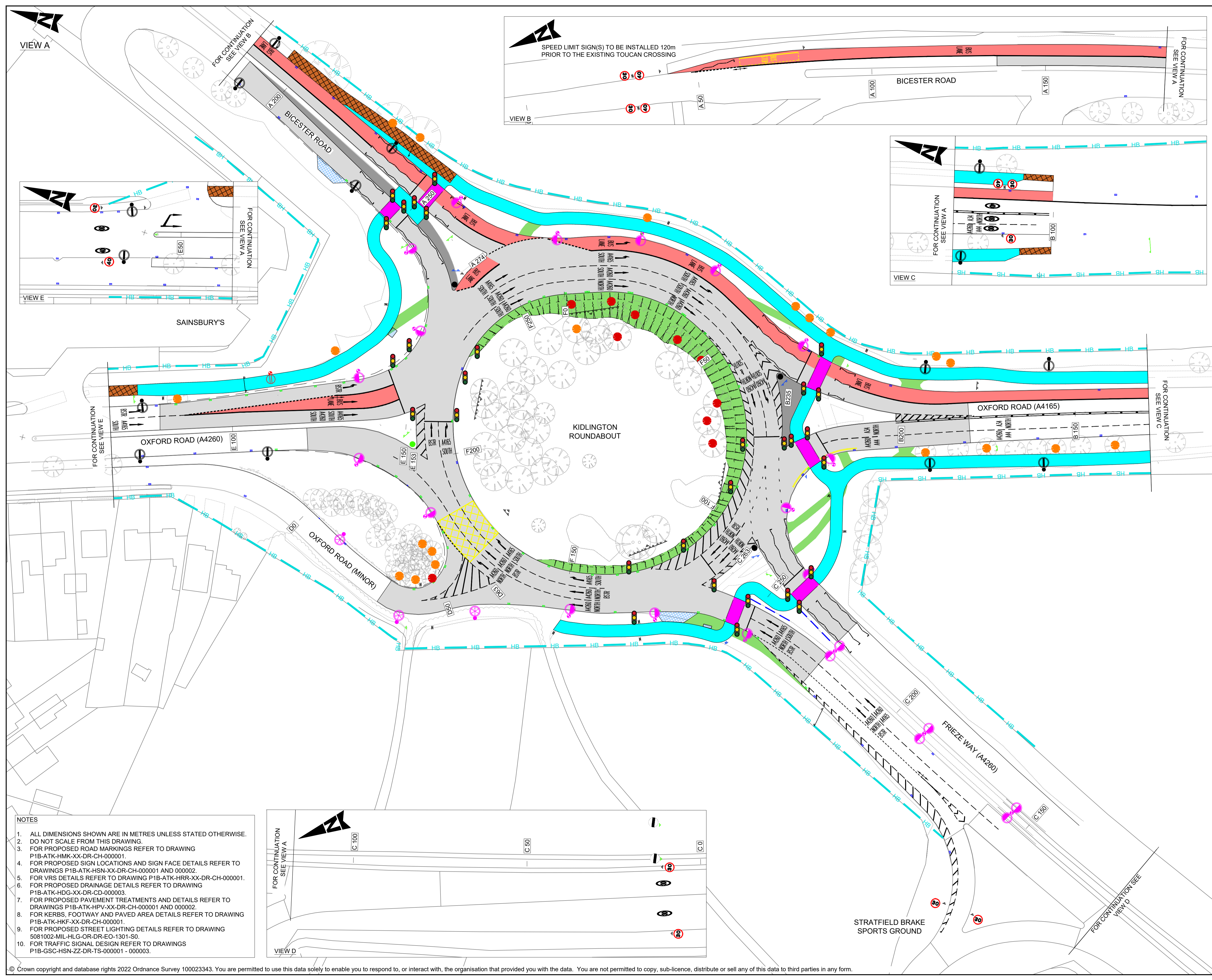
Title

**GENERAL ARRANGEMENT  
PTRO CONSULTATION**

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

Drawing Number <b>P1B-ATK-HAC-XX-SK-CH-000001</b>	Status <b>S2</b>	Rev <b>P01</b>
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File location: This Drawing is saved on ProjectWise. Printed by: Callcut, Matthew



VIEW A

SPEED LIMIT SIGN(S) TO BE INSTALLED 120m PRIOR TO THE EXISTING TOUCAN CROSSING

VIEW B

VIEW C

VIEW E

VIEW D

- 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.