

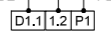


# Phase 4



 Pedestrians  
 Available Work Areas

**VRS NOTES:**

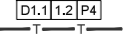
**TERMINAL EXAMPLE:**  
 SET-BACK (m)  
 PLDZ CLASS CODE ——— PERFORMANCE CLASS  



**PLDZ CLASS CODE**  
 REFER TO NATIONAL HIGHWAYS ACCEPTED EN1317 COMPLIANT ROAD RESTRAINT SYSTEMS AND BS EN1317-4 FOR PLDZ CLASS CODES.


**SET-BACK**  
 SET-BACK IS THE LATERAL DISTANCE BETWEEN THE TRAFFIC FACE OF THE SAFETY BARRIER AND EITHER THE TRAFFICKED EDGE OF THE EDGE LINE OR THE KERB FACE WHERE THERE IS NO EDGE LINE.


**PERFORMANCE CLASS**  
 REFER TO BS EN1317-4 FOR CONTAINMENT PERFORMANCE CLASSES.


**KEY:**

 PROPOSED TERMINAL

 DENOTES CHANGE IN SAFETY BARRIER

 EXISTING SINGLE SIDED BARRIER TO REMAIN

 HIGHWAY BOUNDARY

 PROPOSED KERB

- NOTES:**
- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
  - DO NOT SCALE FROM THIS DRAWING.
  - WHERE EXISTING BARRIERS ARE PROPOSED TO BE RETAINED OR CONNECTED INTO, CONTRACTOR / CERTIFIER SHOULD INSPECT AND CONFIRM THE INTEGRITY OF THE SAFETY BARRIER & ANCHORAGES OF THE EXISTING SYSTEM.
  - REFER TO DMRB CD377 REQUIREMENTS FOR ROAD RESTRAINT SYSTEMS AND BS EN1317-4 FOR CLARIFICATION OF TERMS AND DEFINITIONS.
  - LOCATIONS INDICATED ON THIS DRAWING ARE APPROXIMATE. CHAINAGES MAY BE ALTERED ON SITE TO SUIT BEAM LENGTHS IN AGREEMENT WITH THE SUPERVISOR.
  - SAFETY BARRIER SHALL HAVE A CONTRACTOR DESIGNED POST AND FOUNDATION DETAIL TO AVOID UNDERGROUND PLANT.
  - VRS CONTRACTOR TO DESIGN TRANSITION FROM PROPOSED TERMINALS TO EXISTING BARRIERS.
  - DRAWING TO BE READ IN CONJUNCTION WITH APPENDIX 4/1.
  - FOR GENERAL ARRANGEMENT DETAILS REFER TO DRAWING P1B-ATK-HGN-XX-DR-CH-000100, 000101 & 000106.
  - FOR VRS SITE CLEARANCE REFER TO DRAWING P1B-ATK-HSC-XX-DR-CH-000200.
  - FOR FURTHER DETAILS ON STATUTORY UNDERTAKERS APPARATUS REFER TO C2 RETURNS AND GPR SURVEY DRAWINGS DW2021-S27 (SHEETS 1-3).
  - EXISTING GROUND INFORMATION IS AVAILABLE FROM TRIAL PITS AND GEOTECHNICAL INVESTIGATION. THIS INFORMATION CAN BE FOUND WITHIN THE PRE-CONSTRUCTION INFORMATION.

**RESIDUAL RISK ASSESSMENT**  
 WHEREVER POSSIBLE, RISK IS DESIGNED-OUT OF THIS PROPOSAL DURING THE DESIGN PROCESS. WHERE THIS IS NOT POSSIBLE THE RESIDUAL RISK IS INDICATED BY THIS SYMBOL (WITH RISKS LISTED BELOW).

- SIGNIFICANT CDM HEALTH & SAFETY RISKS**
- UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
  - RISK OF STRIKING OVERHEAD POWER CABLES

- SIGNIFICANT ENVIRONMENTAL RISKS**
- POTENTIAL FOR LARGE TREE ROOTS WITHIN THE EXCAVATED AREA OF PROPOSED PATHS (THROUGHOUT)

| Rev | Date     | Description    | Drn | Chk'd | App |
|-----|----------|----------------|-----|-------|-----|
| C01 | 03/08/22 | FIRST ISSUE    | MC  | RM    | PM  |
| C02 | 22/12/22 | DESIGN UPDATED | MC  | RM    | SRH |

Revisions



Drawing Originator  
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Drawing Status  
**APPROVED - PUBLISHED**

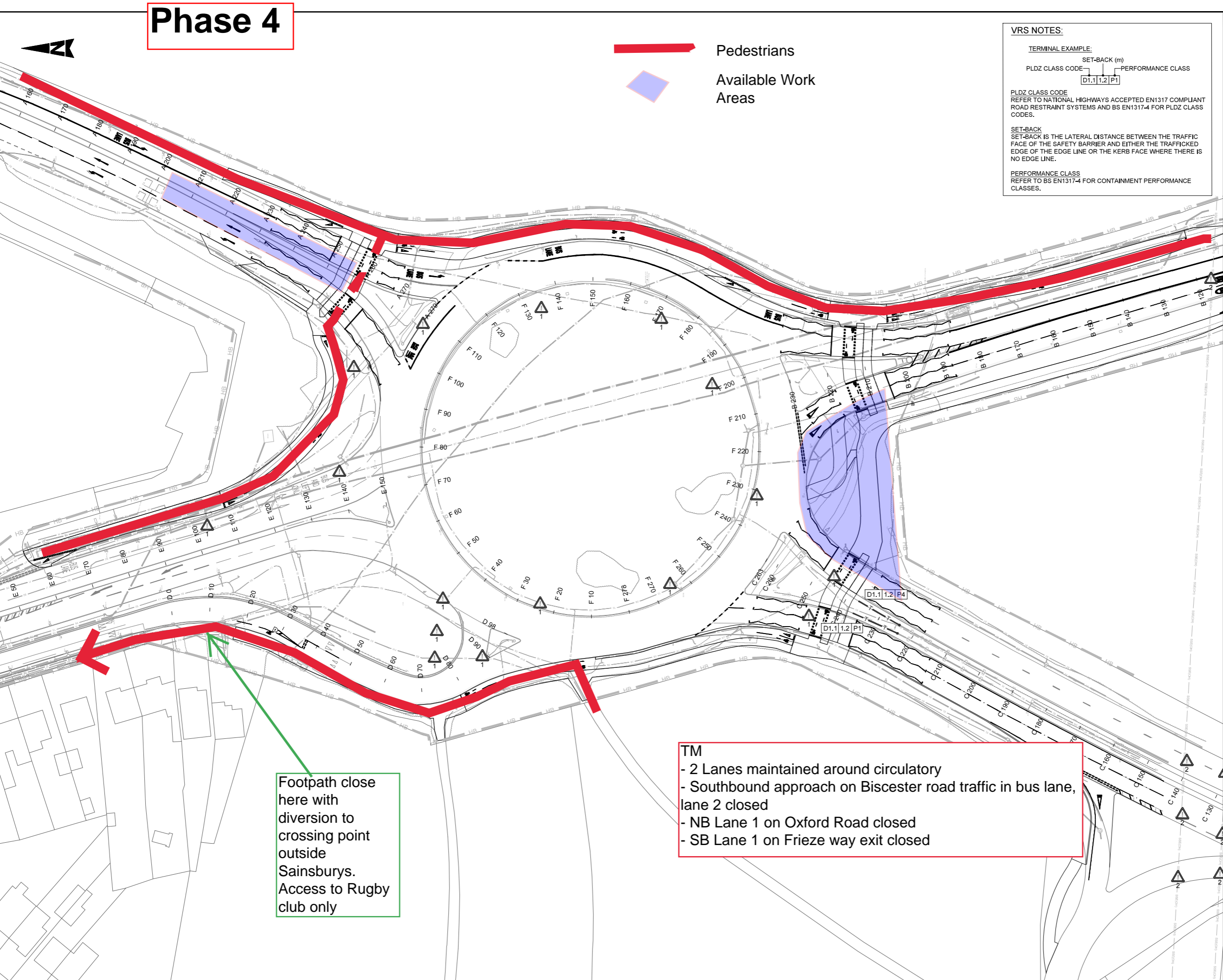
Project Name  
 NORTH OXFORD CORRIDOR  
 1B - KIDLINGTON ROUNDABOUT

Title  
**VEHICLE RESTRAINT SYSTEMS**  
 SHEET 1 OF 1

| Sheet Size | Scale | Drawn by   | Checked by   | Approved by   |
|------------|-------|------------|--------------|---------------|
| A1         | 1:500 | MC         | RM           | SRH           |
|            |       | Drawn Date | Checked Date | Approved Date |
|            |       | 22/12/22   | 22/12/22     | 22/12/22      |

| Drawing Number              | Status | Rev |
|-----------------------------|--------|-----|
| P1B-ATK-HRR-XX-DR-CH-000401 | A1     | C02 |

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



Footpath close here with diversion to crossing point outside Sainsburys. Access to Rugby club only

**TM**

- 2 Lanes maintained around circulatory
- Southbound approach on Bicester road traffic in bus lane, lane 2 closed
- NB Lane 1 on Oxford Road closed
- SB Lane 1 on Frieze way exit closed