

# Appendix 19 Walking, Cycling & Horse-Riding Review: Review Report



# BWB

CONSULTANCY | ENVIRONMENT  
INFRASTRUCTURE | BUILDINGS

## TRANSPORT & INFRASTRUCTURE

Northampton Gateway  
Roxhill

WALKING, CYCLING & HORSE RIDING  
ASSESSMENT AND REVIEW (WCHAR)  
REVIEW REPORT FOR PRELIMINARY  
DESIGN STAGE

## TRANSPORT & INFRASTRUCTURE

Northampton Gateway

Roxhill

### WALKING, CYCLING & HORSE RIDING ASSESSMENT AND REVIEW (WCHAR) REVIEW REPORT FOR PRELIMINARY DESIGN STAGE

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## FIGURES

Figure 1      Site location plan

# 1.0 INTRODUCTION

## Instruction

- 1.1 BWB Consulting Ltd have been commissioned by Roxhill to undertake the infrastructure design for the Northampton Gateway Strategic Rail Freight Interchange (SRFI) and associated highway works, collectively known as "the Scheme". A general site location plan is shown at **Figure 1**
- 1.2 The drawings listed below show the proposed highway works.
- 1.3 This report covers the preliminary design stage of the Northampton Gateway scheme as a whole, including both the SRFI and the associated highway works.

## Objectives

- 1.4 This Report results from a Walking, Cycling & Horse-riding Assessment and preliminary design stage Review undertaken for the Scheme.
- 1.5 The Assessment was carried out during Autumn 2017 in accordance with HD42/17 "Walking, Cycling & Horse-riding Assessment and Review" and the Assessment Report issued in January 2018.
- 1.6 The guidance contained in the following standards has also been taken into account when preparing this Review:
  - DMRB Advice Note: TA90/05 - The geometric design of pedestrian, cycle and equestrian routes
  - DMRB Advice Note: TA91/05 - Provision for non-motorised users
  - Local Transport Note 2/08 – Cycle infrastructure design
  - Local Transport Note 1/12 – Shared Use Routes for Pedestrians and Cyclists
  - Northamptonshire Place and Movement Guide December 2008
  - Northamptonshire Highway Development Management Strategy December 2013
- 1.7 Guidance contained within Local Transport Note 2/04 has also been taken into account, although much of the guidance is duplicated within the DMRB Advice Notes referred to above.
- 1.8 Details of the design team are given at section 5.
- 1.9 The Review consisted of:
  - An examination of the Walking, Cycling and Horse-Riding Assessment Report issued in January 2018
  - An assessment of the design against the needs of pedestrians, cyclists and horse-riders
  - Discussions with Northamptonshire County Council, the local highway authority
  - Discussions with Highways England and their consultants
  - Site visits on various occasions.

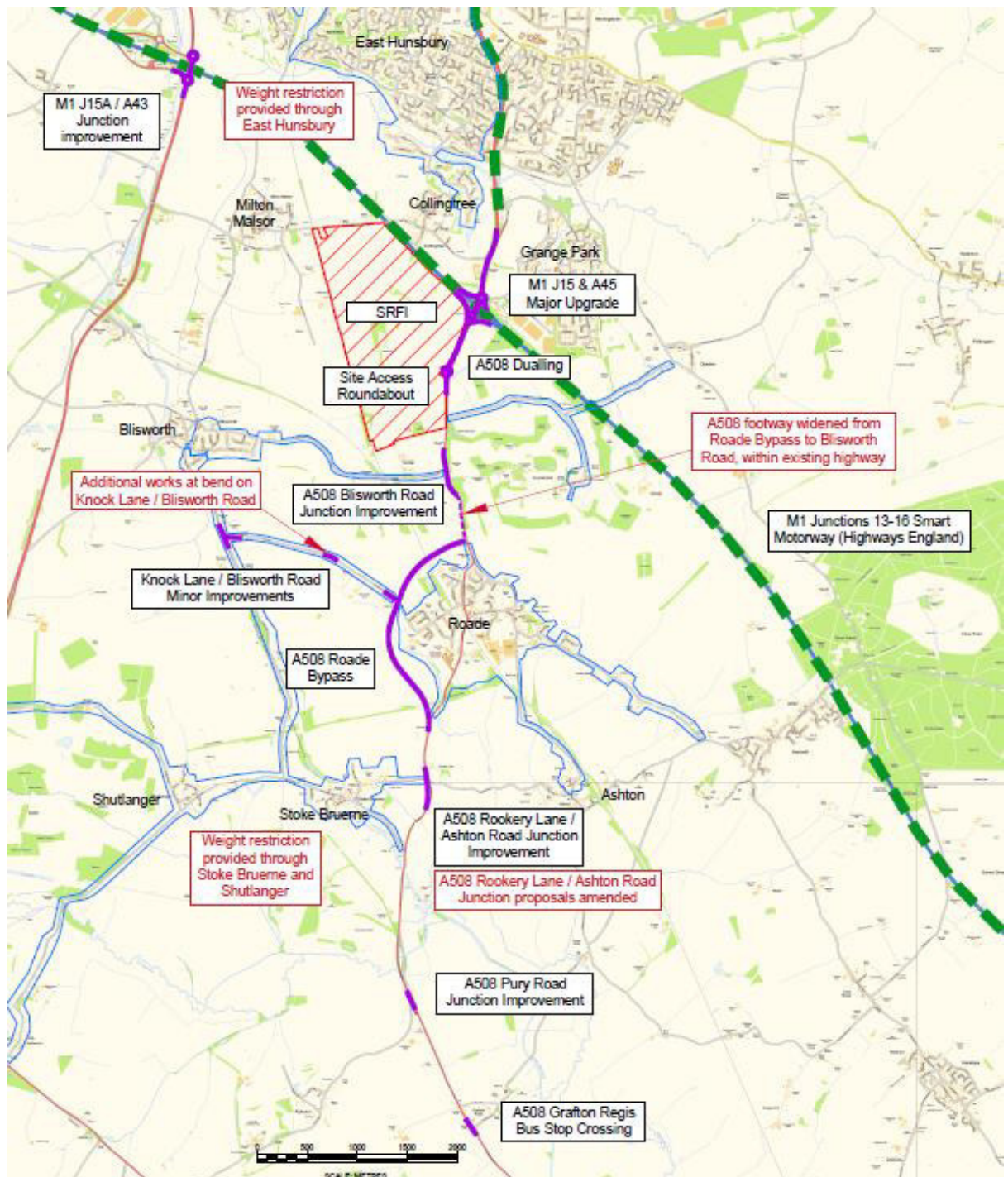
1.10 The following Scheme drawings have been reviewed as part of this Review:

Drawing	Title
NGW-BWB-GEN-XX-SK-C-SK02 S3 P10	M1 Junction 15 General Arrangement
NGW-BWB-GEN-XX-SK-D-SK11 S3 P4	A508 SRFI General Arrangement
NGW-BWB-GEN-XX-SK-C-SK17 S3 P3	A508 Pury Road Junction General Arrangement
NGW-BWB-GEN-XX-SK-C-SK19 S3 P4	A508 Rookery Lane/Ashton Road Junction General Arrangement
NGW-BWB-GEN-XX-SK-C-SK23 S3 P5	A508 Blisworth Road Junction General Arrangement
NGW-BWB-GEN-XX-SK-C-SK29 S3 P4	Knock Lane/Blisworth Road Improvements General Arrangement
NGW-BWB-GEN-XX-SK-C-SK32 S3 P2	A508 Church Lane Grafton Regis General Arrangement
NGW-BWB-HGN-01-DR-C-101 P2	Highways General Arrangement 1
NGW-BWB-HGN-02-DR-C-102 P4	Highways General Arrangement 2
NGW-BWB-HGN-03-DR-C-103 P5	Highways General Arrangement 3
NGW-BWB-HGN-04-DR-C-104 P5	Highways General Arrangement 4
NGW-BWB-HGN-05-DR-C-105 P4	Highways General Arrangement 5
NGW-BWB-HGN-06-DR-C-106 P4	Highways General Arrangement 6
NGW-BWB-LSI-01-DR-C-171 P2	Access and Rights of Way Plans 1
NGW-BWB-LSI-01-DR-C-172 P2	Access and Rights of Way Plans 2
NGW-BWB-LSI-01-DR-C-173 P2	Access and Rights of Way Plans 3
NGW-BWB-LSI-01-DR-C-174 P2	Access and Rights of Way Plans 4
NGW-BWB-LSI-01-DR-C-175 P2	Access and Rights of Way Plans 5
Reg5 (2)(o) 2.11 Illustrative Masterplan P52	Illustrative Masterplan



## Site Location

1.11 See **Figures 1** below.



**Figure 1** – Site location plan

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## 2.0 REVIEW OF ASSESSMENT REPORT

- 2.1 At each review stage of the WCHAR, a review of the Walking, Cycling & Horse-riding Assessment is required and any material changes to the information contained therein noted.
- 2.2 Highways England has developed a smart motorway scheme for M1 J13-16 involving conversion of the motorway to 'all lane running'. Advance works were started on the smart motorway in January 2018, and it is due to be complete in spring 2022. This will have a significant effect on how this section of the M1 is maintained and may have an impact on the Scheme where maintenance facilities need to be provided remote from the M1 itself. For example, a maintenance lay-by may need to be provided remote from the M1 with operatives then walking to a relevant item, such as a gantry sign, via a dedicated route. The impact of this proposal will be reviewed at detailed design stage. However, at this point we would note that where the Northampton Gateway scheme interfaces with the SMP there is an opportunity for providing improved network access to the M1.

## 3.0 REVIEW OF OPPORTUNITIES AGAINST SCHEME PROPOSALS

- 3.1 The opportunities presented in the Assessment Report have been reviewed and a detailed analysis is presented below.

### General Opportunities

- 3.2 Two general opportunities were identified. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity	Realised?	Review against the preliminary design
1	In part	<p>A 3m shared use footway/cycleway is proposed, but it is unclear on the drawings whether it will be made continuous (perhaps by tying into a length of existing such facility, the status and condition of which are unclear). <b>FINDING NGW_LR1</b></p> <p>Uncontrolled crossings, reflecting likely desire-lines, are identified at the proposed Roade (north) roundabout and SRFI roundabout.</p> <p>Details of crossing facilities at Blisworth Road are not clear. <b>FINDING NGW_LR2</b></p>
2	No	<p>No plans are apparent for Collingtree Road. <b>FINDING NGW_LR3</b></p> <p>See also Opportunity 9</p>

## M1 Junction 15 and A45 improvements (including Watering Lane) Opportunities

- 3.3 Five opportunities were identified relating to M1 Junction 15 and the A45. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
3	Provide a safe NMU route connecting the new shared use footway/cycleway facility on the western side of the A508 with the existing and proposed facilities on Saxon Avenue and the A45, whilst accommodating the existing desire line to cross the northbound A45 carriageway to the north of the existing signal controlled crossing facility.	In part	<p>A continuous 3m shared footway / cycleway is proposed. However, this width is not annotated for the entire length.</p> <p>Crossings are proposed at each carriageway crossing within the J15 complex, and these are all to be controlled within the signal control regime of the junction.</p> <p>A controlled crossing of the two carriageways of the A45 at the northern edge of the proposed expanded J15, corresponding with the desire-line, is proposed. This is part of the footway/cycleway from the A508 to Saxon Avenue, and assumed to be a 3m shared use facility although the general arrangement drawing does not specify this. <b>FINDING NGW_TR1.</b></p>
4	Extend the shared footway/cycleway link on the western side of the A45 that currently terminates at the layby, to connect with Watering Lane and provide appropriate crossing facilities at the Watering Lane junction.	In part	<p>The footway/cycleway is proposed to be extended (and a retaining structure provided to accommodate it), but its dimensions are not specified. <b>FINDING NGW_TR2.</b></p> <p>Crossing of Watering Lane is incorporated into the signal control regime for the junction.</p>
5	Maintain a footway link on the eastern side of the A45 between M1 Junction 15 and PRoW LF2.	Yes	<p>A footway link is proposed, but footpath LF2 is not annotated on the general arrangement drawing. <b>FINDING NGW_TR3.</b></p>
6	To maximise the enhanced connectivity provided by opportunity (4), confirm the status and maintenance responsibility for the section of off-road cycleway that is shown on NCC's cycle route map adjacent to the A45 linking Watering Lane and the Wootton Interchange, and explore the opportunity to enhance this existing facility.	No	<p>It is unclear whether any proposals have been made for this facility, or any research undertaken into maintenance responsibility. <b>FINDING NGW_TR4.</b></p>

Opportunity		Realised?	Review against the preliminary design
7	To complement the relocation of the northbound bus stop on the A45 to Watering Lane, provide an appropriate crossing on Watering Lane to link with the Hilton Hotel. Extend the southern footway to connect with the westbound bus stop.	Yes	An uncontrolled crossing is proposed, and the southern footway is shown to extend to the westbound stop (although this could be made clearer). <b>FINDING NGR_LR4</b>

## M1 Junction 15A Opportunities

- 3.4 One opportunity was identified for M1 Junction 15A. This is presented below together with a review of whether or not it can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
8	Provide an improved facility for pedestrians using public footpath KX2 and LA13 to cross the A43 at M1 Junction 15A.	Yes	Uncontrolled crossings, and connecting lengths of footway, are proposed. However, the A43 northbound appears to be proposed to be signalised, and a controlled crossing may be possible/appropriate. <b>FINDING NGW_TR5</b>

## Site, site access and A508 dualling between site access roundabout and M1 Junction 15 Opportunities

- 3.5 Seven opportunities were identified for the A508 dualling. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
9	Divert and extend public footpaths KX17 and KX13 to provide a continuous route around the perimeter of the Northampton Gateway SRFI site, and consider providing a connection to Collingtree Road and Milton Malsor (see opportunity 2)	Yes	A continuous route is proposed on the eastern side of the SRFI site along the M1 boundary (effective diversion of KX17, with added cycle facility), and a continuous footpath is proposed on its west side (effective diversion of KX13). However, the route along the southeastern side is a footway / cycleway along the A508 and an additional 'footpath' route may be beneficial. <b>FINDING NGW_LR5</b> The diversion of KX13 around the north and west of the SRFI is lengthy and will be close to the motorway, highway and railway corridors. <b>FINDING NGW_LR6.</b> See also opportunity 2.
10	Alter the existing public footpath that	Yes	The bridge is proposed to be modified

Opportunity		Realised?	Review against the preliminary design
	crosses the existing bridge over the M1 linking the development site with High Street in Collingtree to become a shared footway/cycleway, and therefore connect the SRFI site with the wider Northampton cycle network to the north. Provide a direct footway/cycleway link from this facility to the SRFI development spine road, and the proposed facilities at M1 Junction 15 and the A508.		for cycle use. The proposed diversion of footpath KX17 along a line between the M1 motorway and the SRFI site will provide connection to the A508 at Junction 15. The illustrative masterplan shows a connection into the SRFI site.
11	Consider measures to mitigate the poor the visibility along Ash Lane for cyclists using the Watering Lane/Ash Lane/High Street junction in Collingtree.	No	No proposed work is evident at this location. <b>FINDING NGW_LR7</b>
12	Widen the existing footway along the western edge of the A508 between the site access roundabout and M1 Junction 15 to become a shared use footway/cycleway.	Yes	A continuous 3m shared use footway/cycleway is proposed.
13	Provide a cycleway link from the SRFI site access to the unnamed road to Quinton (from where access to NCN6 is available). If provided in combination with opportunity (1), consider converting the traffic island at the A508/unnamed road junction to become a refuge sufficient to accommodate cyclists.	In port	The proposed shared use footway cycleway on the west side of the A508 will provide a link to the Quinton road, but it is unclear whether any improvement of the existing central refuge is intended. <b>FINDING NGW_LR8.</b>
14	Provide appropriate pedestrian and cyclist crossing facilities at the SRFI site access, to link with the proposed southbound bus stop and the opportunities described at (1) and (13).	In part	A pedestrian link, with controlled crossing, is proposed, but it is unclear whether this is to be a shared use facility. <b>FINDING NGW_LR9.</b>
15	Provide a shared use footway/cycleway linking the SRFI development zones with the proposed shared use facilities and bus stops on the A508.	Yes	This is shown on the illustrative masterplan.

## A508/Blisworth Road junction Opportunities

- 3.6 Two opportunities were identified for the Blisworth road junction. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
16	To complement opportunity (1) widen the footway through the junction to provide a shared use footway/cycleway as part of a connection to the village of Roade to the south, and the development site access roundabout to the north.	See 1	See Opportunity 1

Opportunity		Realised?	Review against the preliminary design
17	Provide a pedestrian refuge on A508 as part of junction, to assist with access to the southbound bus stop.	No	A central traffic island is provided, to prevent right turns, but it is unclear whether this is intended to assist, or even be suitable for, pedestrians. It is unclear from the drawings where the southbound bus stop is. <b>FINDING NGW_LR10</b>

## Road Bypass Opportunities

- 3.7 Two opportunities were identified for the Road bypass. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
18	At the Blisworth Road roundabout on the Road Bypass provide appropriate crossing points for pedestrians and cyclists travelling across the Bypass.	Yes	A shared use footway/cycleway is proposed around the roundabout connecting to the facility on the north side of Blisworth Road on the village side of the bypass, with uncontrolled crossings of north and east arms.
19	The Road Bypass will impact on public footpaths KZ30, KZ19, KZ2a and RZ3 and public bridleways RZ1/KZ10 and RZ6. Where diversions are required, these should ensure that the length of the diversion is minimised. Provide safe and appropriate crossing facilities on the Bypass.	In part	<p>A grade-separated (underpass) crossing is proposed for bridleway KZ10/RZ1, with a footway/cycleway link to the bypass. <b>FINDING NGW_LR11</b></p> <p>An uncontrolled crossing with central refuge is proposed for footpath RZ3.</p> <p>Bridleway RZ6 is proposed to terminate on the west side of the tie-in of the bypass to the A508 Stratford Road, but the details of how equestrians are discharged onto the carriageway, and of the link to the footway/cycleway which appears to commence at this point heading north, are unclear. <b>FINDING NGW_LR12</b></p> <p>Connections are proposed to footpaths KZ19 and KX30, and an uncontrolled crossing linking them, across the northern arm of the Road (north) roundabout making use of the splitter island.</p> <p>Connections are proposed to locally diverted footpath KZ2a, and an uncontrolled crossing with central refuge.</p>



Opportunity		Realised?	Review against the preliminary design
			<p>Diversion lengths are in all cases proposed to be short.</p> <p>Reference to footpath KZ12 has been omitted from the drawings. <b>FINDING NGW_LR13</b></p>

## A508/Rookery Lane/Ashton Road Opportunities

- 3.8 Two opportunities were identified for the Rookery Lane/Ashton Road junctions. These are presented below together with a review of whether or not each opportunity can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
20	Provide crossing points for pedestrians associated with the properties to the immediate east of the junction to cross the A508.	Yes	Uncontrolled crossings affording access to the proposed 3m west-side footway (prospective future cycleway) are integrated into the single lane dualling junction proposal.
21	Provide a facility for cyclists travelling between Ashton Lane and Rookery Lane (and vice versa) to cross the A508	Yes	This is assumed to refer to Ashton Road. The A508 uncontrolled crossing is explicitly intended for cyclists, although it is unclear whether, and to what extent, the facilities are intended to be for shared use to enable pedestrians to use the crossing. <b>FINDING NGW_LR14</b>

## Grafton Regis Opportunities

- 3.9 One opportunity was identified for Grafton Regis. This is presented below together with a review of whether or not it can be considered to have been realised in the preliminary design.

Opportunity		Realised?	Review against the preliminary design
22	Consider the need for a controlled crossing on the A508 to access the northbound bus stop.	In part	An uncontrolled pedestrian crossing has been provided via a central refuge, but no footway is shown linking that crossing to the bus stop. <b>FINDING NGW_LR15</b>

## 4.0 TRUNK ROAD PROBLEMS RAISED IN THIS REVIEW

- 4.1 Following a review of the scheme objectives and the identified opportunities, the following problems have been raised. The proposed action to be taken by the design team is recorded against each item.
- 4.2 Locations of problems raised are shown on drawing NGW-BWB-GEN-XX-SK-C-SK48 which is found at **Appendix A**.

Problem Ref	Opportunity Ref	Problem	Outcome and Actions proposed
NGW_TR1	3	A shared use footway/cycleway is proposed from the A508 to Saxon Avenue, but its intended width is not always clear.	Outcome: The proposed width is 2m. Action: Provide further width annotations on the drawing for each section of the shared use facility between carriageway crossings.
NGW_TR2	4	A shared use footway/cycleway is proposed beside the A45, but its intended width is not stated.	Outcome: The proposed width is 3m plus a 1.5m safety margin. Action: Annotate the width of the shared use facility beside the A45.
NGW_TR3	5	The link to footpath LF2 is not clear.	Action: Annotate LF2 so it is clear on the drawings.
NGW_TR4	6	The design is silent on status of and maintenance responsibility for the cycleway beside the A45 north of Watering Lane.	Outcome: It has been established that this facility is within the trunk road boundary. The route via Collingtree is established for cycle traffic to the SRFI and hence the SRFI scheme does not need to meet this opportunity. We would recommend that this opportunity is reviewed by Highways England for funding as part of their cycling programme.
NGW_TR5	8	It is unclear how the uncontrolled crossing of the A43 northbound carriageway corresponds with the proposed signalisation.	Outcome: The crossing will be located beyond the stop line for the A43 Northbound approach. However, as the crossing on the A43 Southbound is to be uncontrolled, it is considered that the crossing of the A43 Northbound should also be uncontrolled. Whilst the AADT flow for the A43 southbound would mean that an at-grade crossing is not normally appropriate, it is considered that a) the scheme is an improvement over the existing uncontrolled crossing and b) the pedestrian flows are very low. Action: The drawings will be annotated to make the above clearer.

## 5.0 LOCAL ROAD PROBLEMS RAISED IN THIS REVIEW

- 5.1 Following a review of the scheme objectives and identified opportunities, the following problems have been raised. The proposed action to be taken by the design team is recorded against each item.
- 5.2 Locations of problems raised are shown on drawing NGW-BWB-GEN-XX-SK-C-SK48 which is found at **Appendix A**.

Problem Ref	Opportunity Ref	Problem	Outcome and Actions proposed
NGW_LR1	1	A 3m shared use footway/ cycleway is proposed, but it is unclear whether it will be made continuous by tying into a length of existing such facility, the status and condition of which are unclear.	<p>Outcome: The proposal is for a continuous 3m shared use footway cycleway facility from the M1 Collingtree Footpath bridge to the Roade Bypass (and then around the Roade bypass).</p> <p>It is noted that where it runs alongside the existing A508 within the existing verge the safety margin would be 0.5 rather than the 1.5m which will be provided where possible. It is considered that usage will be low and hence the instances of pedestrians and/or cyclists passing each other will be low. This means that during the majority of usage there will effectively be a greater safety margin as not all of the 3m width will be required.</p> <p>Action: The proposal will be made clear on the design drawings.</p>
NGW_LR2	1	A 3m shared use footway/ cycleway is proposed, but its treatment at Blisworth Road is unclear.	<p>Outcome: A cyclist crossing of Blisworth Road is proposed.</p> <p>Action: Clarify the proposals for crossing Blisworth Road.</p>
NGW_LR3	2	No shared footway/cycleway is proposed along Collingtree Road.	<p>Outcome: It is considered that there is no justification for the SRFI scheme to provide this facility and it is an opportunity for others to pursue. However, a footpath link should be made from Collingtree Road (near the railway bridge) into the SRFI to connect to the diverted footpath KX13.</p> <p>Action: Provide the footpath link.</p>
NGW_LR4	7	The Watering Lane footway extension does not reach the crossing point.	<p>Outcome: the footway extension is to link to the existing bus stop and pedestrians can use the signalised crossing facility to reach the footway on the north side.</p>

Problem Ref	Opportunity Ref	Problem	Outcome and Actions proposed
NGW_LR5	9	The footpath diversion route along the southeastern side is a footway / cycleway along the A508 and an additional 'footpath' route may be beneficial.	Outcome: It is agreed that an additional length of footway is beneficial. Action: Provide footpath type route through the landscaping area between the SRFI site and the A508 (this will be part of the KX17 diversion).
NGW_LR6	9	The diversion of footpath KX13 runs close to existing motorway, highway and railway corridors which may result in the route being unattractive.	Outcome: the concern is acknowledged and the route should be designed to be as attractive as possible Action: Provide more detail on the landscaping area between the SRFI site and the existing transport corridor and maximise the attractiveness of the route.
NGW_LR7	11	No improvement of visibility is proposed at Watering Lane/Ash Lane/High Street.	Outcome: Traffic calming and a 20mph speed limit were proposed but are removed from the scheme following a review with Northamptonshire County Council. It is considered that cyclist visibility from High Street crossing Ash Lane is acceptable.
NGW_LR8	13	It is unclear whether the traffic island at the Quinton road junction is to be adapted as a central pedestrian refuge.	Outcome: The existing refuge should be improved to provide a cycle crossing Action: Clarify the drawings to show the design intention, providing a central refuge for cyclists.
NGW_LR9	14	The drawings are not clear whether pedestrian facilities at the SRFI junction are to be shared facilities with cyclists.	Outcome: The facilities will be shared use except the signal crossing which will only be for pedestrians Action: Clarify the drawings to show the design intention for footway/cycleway facilities at the SRFI junction.
NGW_LR10	17	It is unclear whether the traffic island at the Blisworth Road junction is intended for pedestrian use. No route to the bus stop is shown.	Outcome: A crossing should be provided along with a link to the bus stop Action: Amend the design to provide an island suitable for pedestrian use, and identify the bus stop clearly on the drawing.

Problem Ref	Opportunity Ref	Problem	Outcome and Actions proposed
NGW_LR11	19	The width of the proposed link from the Roade bypass to bridleway KZ10/RZ1 is unclear.	Outcome: The proposed width is 3m. Consideration was given to bridleway status but rejected on the basis that this could lead horses onto the A508 where there are no equestrian facilities proposed. Action: Show the width of this short link on the design drawings.
NGW_LR12	19	The means of discharging equestrians onto the carriageway, and the link between bridleway RZ6 and the footway, are unclear at the tie-in of the Roade bypass to Stratford Road.	Outcome: The existing bridleway terminates on the A508 and there are no onward facilities for walkers, cyclists or horse-riders. The proposed design would provide a shared use footway/cycleway from the end of the bridleway connecting into the wider facility being constructed as part of the Roade Bypass. Action: clarify the design drawings to show how the end of bridleway RZ6 is to be treated, and how it is to connect with the footway / cycleway to the north.
NGW_LR13	19	Reference to footpath KZ12 is omitted from the drawings.	Action: Add footpath KZ12.
NGW_LR14	21	It is unclear whether, and to what extent, footways at the Rookery Lane and Ashton Road junction are intended for use by pedestrians in conjunction with the central island.	Outcome: The east-west Rookery Lane to Ashton Road (and vice versa) route is intended for both pedestrians and cyclists. Action: Clarify the design to show the footways and cycleways around the junctions.
NGW_LR15	22	An uncontrolled crossing of the A508 via a central refuge is shown at Grafton Regis, but no linking footway is shown to the bus stop.	Outcome: A footway should be provided Action: Add a footway linking the central refuge to the bus stop.

## 6.0 WALKING, CYCLING & HORSE RIDING REVIEW TEAM STATEMENT

- 6.1 We confirm that we have examined the Scheme details with the specific purpose of identifying any issues that could improve conditions for walking, cycling and horse riding, in particular responding to each Opportunity identified in the Walking, Cycling and Horse-Riding Assessment Report, and identified the outcomes and actions taken or which will be taken.

**Lead assessor**

Stuart Dunhill BEng (Hons), PhD, CEng, MICE



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## **APPENDIX A**

Drawing NGW-BWB-GEN-XX-SK-C-SK48: Preliminary Design WCHAR Review Location of Problems







# BWB

