

1. CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT OR ENGINEER BEFORE PROCEEDING. © THIS DRAWING IS COPYRIGHT.
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FEATURE	DESCRIPTION	APPROACH SPEED (MILES PER HOUR)	SPEED REDUCTION (MILES PER HOUR)	EXIT SPEED (MILES PER HOUR)
NARROWINGS	EXISTING ROAD NARROWINGS HAVE BEEN REPLACED WITH NARROWINGS THAT AFFECT BOTH SIDES OF THE CARRIAGEWAY WITHOUT PRIORITY. THESE ARE LOCATED EITHER SIDE OF THE VILLAGE CENTRE ALONG CAMP ROAD. SUCH FEATURES HAVE BEEN NOTED TO REDUCE TRAFFIC SPEEDS BY APPROXIMATELY 5 MPH (TRAFFIC CALMING TECHNIQUES, THE INSTITUTION OF HIGHWAYS AND TRANSPORTATION AND THE COUNTY SURVEYORS' SOCIETY, 2005).	30	5	25
RAISED TABLES	THESE HAVE BEEN INTRODUCED AT JUNCTIONS EITHER SIDE OF THE VILLAGE CENTRE. THEY WILL COMPRISE OF 75MM RISE DUE TO THE BUS ROUTE. THEY ARE DESIGNED TO REDUCE DISCOMFORT TO LONGER WHEELBASE VEHICLES, THOUGH THEY DO REQUIRE BUSES TO SLOW DOWN MORE THAN CARS. RESEARCH FROM TRL REPORT 186 (WEBSTER & LAYFIELD, 1996) DEMONSTRATES THAT MOTOR VEHICLES ARE LIKELY TO TRAVEL OVER A SPEED TABLE AT 13MPH, AND 20MPH BETWEEN THEM.	25	12	13
CHANGE OF HORIZONTAL DIRECTION	MANUAL FOR STREETS 2 TABLE 8.2 SUGGESTS A REDUCTION IN SPEED BETWEEN 3.5 AND 5%.	20	1	19
SHARED SURFACE	THE VILLAGE SQUARE WILL HAVE A CONTRASTING SURFACE FINISH WITH REDUCED KERB UPSTANDS. IF THIS FINISH IS BLOCKWORK, RESEARCH FOR MANUAL FOR STREETS HAS SHOWN THAT BLOCK PAVING REDUCES TRAFFIC SPEEDS BETWEEN 2.5 AND 4.5MPH (MFS 7.2.15).	20	3	17


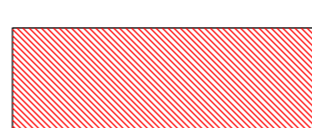





RAMPED APPROACH TO VILLAGE CENTRE (REDUCING TRAFFIC SPEED)

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**KEY**

-  PROPOSED CAR AND CYCLE LAYOUT
-  PROPOSED DELIVERY DROP OFF POINT
-  PROPOSED BUS LAY-BY
-  PROPOSED CARRIAGEWAY THROUGH FEATURE SQUARE
-  PROPOSED BLOCK PAVING RAISED TABLES WITH 25mm KERB UPSTAND

RAMPED APPROACH TO VILLAGE CENTRE (REDUCING TRAFFIC SPEED)

**Condition 21:**  
 A scheme to traffic calm Camp Road between buildings 52 and 549:  
 \* Traffic calming proposals and extent of 20mph zone  
 \* Parking area for cars and cycles  
 \* Delivery and servicing areas

REVISION	DESCRIPTION	CG AT	JF	18.04.16
B	DRAWING REVISED TO SHOW ONLY THE INFORMATION FOR CAMP ROAD			
A	REVISED TO SUIT LATEST SITE LAYOUT			14.04.16

PRELIMINARY  
  INFORMATION  
  TENDER  
  CONSTRUCTION  
  AS BUILT

**WOODS HARDWICK**  
 ARCHITECTS, ENGINEERS AND DEVELOPMENT CONSULTANTS

TITLE: UPPER HEYFORD  
 DETAILS: VILLAGE CENTRE  
 CONDITION 21 TRAFFIC CALMING LAYOUT SH1

SCALE: 1:100 @ A0  
 DATE: NOVEMBER 2014  
 DRAWN: JGF  
 CHK: JGF

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**HEYF-5-211 B**