




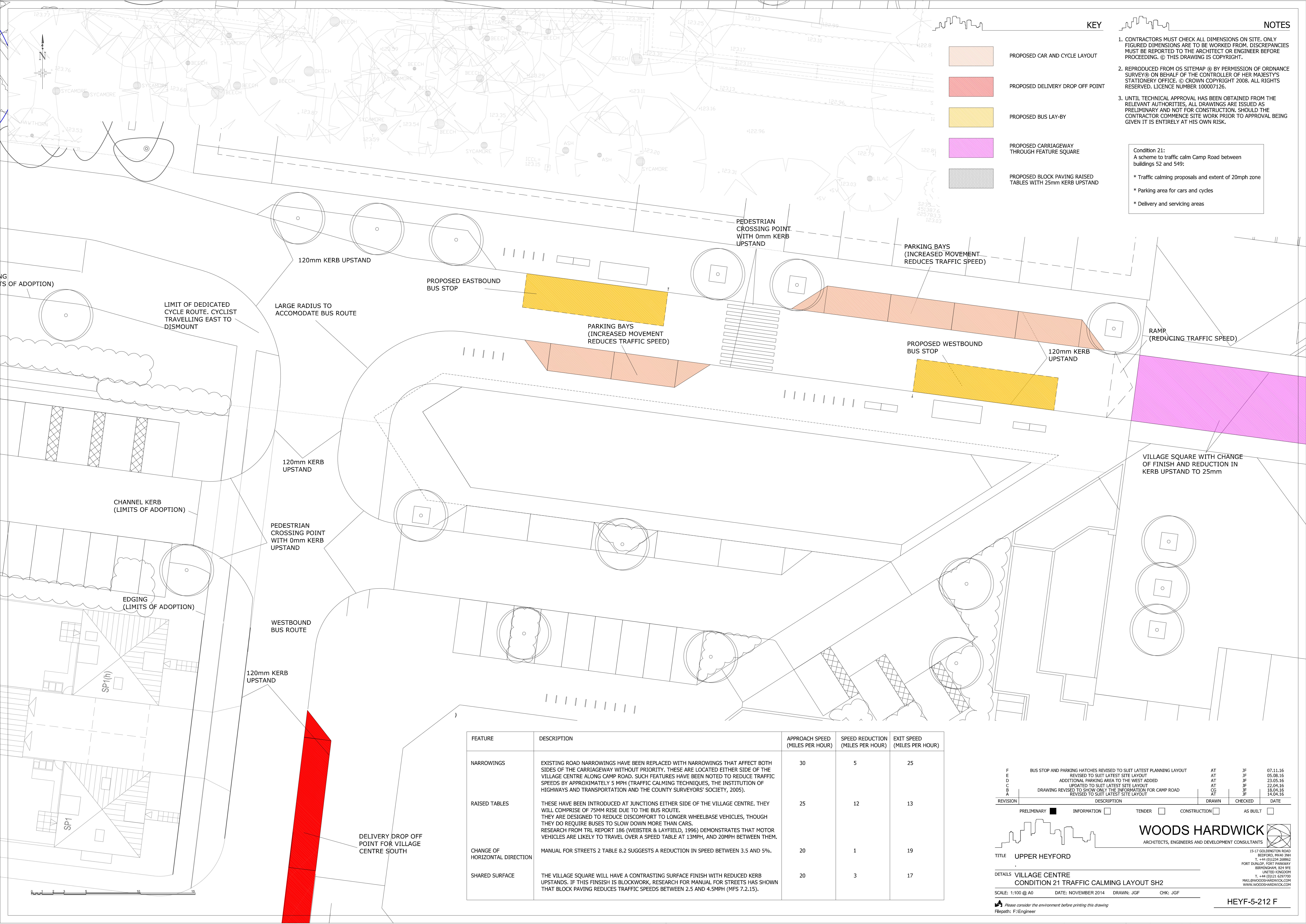


-  PROPOSED CAR AND CYCLE LAYOUT
-  PROPOSED DELIVERY DROP OFF POINT
-  PROPOSED BUS LAY-BY
-  PROPOSED CARRIAGEWAY THROUGH FEATURE SQUARE
-  PROPOSED BLOCK PAVING RAISED TABLES WITH 25mm KERB UPSTAND

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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3. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, 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.

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



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

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
F	BUS STOP AND PARKING HATCHES REVISED TO SUIT LATEST PLANNING LAYOUT	AT	JF	07.11.16
E	REVISED TO SUIT LATEST SITE LAYOUT	AT	JF	05.08.16
D	ADDITIONAL PARKING AREA TO THE WEST ADDED	AT	JF	23.05.16
C	UPDATED TO SUIT LATEST SITE LAYOUT	AT	JF	22.04.16
B	DRAWING REVISED TO SHOW ONLY THE INFORMATION FOR CAMP ROAD	CS	JF	15.04.16
A	REVISED TO SUIT LATEST SITE LAYOUT	AT	JF	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 SH2

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