

# Old Warden Review (RMF)

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**Prepared**

Name:  
SJOHall  
Signature:  
*SJOHall*

Date: 2 Feb 2018

**Reviewed**

Name:  
SPatel  
Signature  
: *SPatel*

Date: March 2018

**Approved**

Name:  
SPatel  
Signature:  
*SPatel*

Date: 28 March 2018

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## Table of Contents

1	Background	5
2	Assessment	6
2.1	Traffic data collection	6
2.2	Traffic data results	6
2.2.1	West section Bedford Road (West of Richards Crescent)	6
2.2.2	Bedford Road near the Hare and Hounds. Location 16	7
2.2.3	Westbound along Bedford Rd (near Church Lane)	7
3	Accident data	9
3.1	Accident data analysis	9
4	Street lighting.	10
5	Road signage.	10
6	Road markings	10
7	Gateways.	11
8	Speed limits	12
8.1	Speed limit review location 1 – West of the village.	12
8.2	Speed limit review section 2 (Plan location 12)	12
8.3	Speed limit review section 3 – center of village	13
8.4	Speed limit review section 4 (east of village – location 18)	13
8.5	Speed limit review section 5 – Shuttleworth Museum entrance	13
9	Conclusions	13
	Additional notes regarding 20mph limits for information.	14



# 1 Background

This report results from an assessment following a request to review various traffic and road safety issues in and around Old Warden as requested by the Parish Council. Their request was submitted to address perceived speed issues and road safety concerns.

Old Warden is a small village situated on the northern edge of the Shuttleworth Estate. Strategically it is in the area bounded by A507, A1, A600 and A603. The village is small and linear being mainly situated along one main street. It is historic in nature with varying types and designs of houses from terraced workers cottages (from the estate) to more recent detached houses. The nature of the village is one of un-spoilt tranquility, and so any suggestions made for alterations or improvements, will need to be in context with, and work in harmony (as much as practicable/possible) with the existing appearance, nature and layout. Footways are rare in the village as when it initially evolved, horse drawn vehicles would have been the only mode of travel.

Similarly, in the centre of the village properties mostly abut the road without a verge. Further out from the village verges do appear, this would have been when there was more space between the field boundaries for stock herding and movement, some of which are now used as, or have been converted to footways where motor vehicles occupy what has now become the road.

The study undertaken looked at the village as a whole in order to develop an overall strategy for potential traffic calming measures, then as particular aspects and areas of the village. The scope included all extents of the village including areas along the four main thoroughfares. The study involved assessing traffic speed data along with road traffic accident data to determine the need for (traffic calming measures) appropriate intervention measures, improvements or changes, and ultimately whether the existing speed limits were still appropriate. Also, consideration could be given to whether a 20mph zone may be appropriate for a section of the route.

Old Warden can be divided into three distinct areas; depending on their appearance and usage. The central High Street or heart of the village, the outer areas on the village and the surrounding rural areas. Each area has been looked at separately as their differing nature may require different approaches and interventions.

The Appendix B shows the area analysed in this study.

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## 2 Assessment

### 2.1 Traffic data collection

After consultation with CBC and Old Warden Parish Council, specific locations around the village were recognised as areas likely to require attention, specifically including:

- The westbound approach along Bedford Rd (near Church Lane)
- The eastbound approach along Bedford Road (west of Richards Crescent)
- High Street near the Hare and Hounds.

Once these areas were identified, Automated Traffic Counters (ATC) were situated in these locations. The ATCs were placed for a 7-day period during July 2017 to collect data; volume and speed of traffic in both directions. The data measured the speed of every vehicle passing each ATC during the period along with the total volume of vehicles on a daily and weekly basis. This traffic volume data is presented in this report as a weekday average and a 7-day average. The traffic speed data is presented in this report as Average and 85<sup>th</sup> Percentile speed on a weekday or 7-day average basis.

### 2.2 Traffic data results

#### 2.2.1 West section Bedford Road (West of Richards Crescent)

This section of Bedford road is to the west of the village. It has houses on one side, with open fields on the other side. There are no parking restrictions and as many properties have off street parking, there is nothing to break up the flow of traffic and reduce speed; as shown by the figures below. There is a footway bounding the road, approximately 1.5m in width and narrowing towards the village.

Speed was collected on Bedford Road approximately 50m east of the start of the 30mph speed limit and immediately west of Richard's Crescent.

#### Eastbound average

Average Speed (mph)
30.5
85th Percentile Speed
35.6
% age Over 30mph
50%

#### Westbound average

Average Speed (mph)
32.1
85th Percentile Speed
37.6
% age Over 30mph
68%

#### Volume data

Average Weekday	2,083
7 Day Average	1,943

#### Summary

Current vehicle speeds entering the village are in excess of the posted speed limit of 30mph, however given that housing is on one side only (and then multiple properties use single accesses) drivers therefore may not view it as a residential part of the village. A

reduced speed limit would not be suitable based on the existing poor compliance and nature of the surrounding environment. Measures to improve compliance within the 30mph speed limit should be investigated, including a 40mph buffer approach or rumble strips.

### 2.2.2 Bedford Road near the Hare and Hounds. Location 16

This section of Bedford Road in the centre of the village has houses on both sides together with various village/public amenities. There are no parking restrictions and as many properties do not have off street parking, on street parking tends to break up the flow of traffic and reduce its speed; as shown by the figures below. The road is 5m in width on average and there are no footways bounding the road. This area of Bedford Road has no existing traffic calming

Speed data was collected on Bedford Road approximately 40m south West of The Hare and Hounds Public House.

#### Northbound average

Mean Ave Speed (mph)
25.5
85th Percentile Speed
30.6
% age Over 30mph
18.7%

#### Southbound average

Mean Ave Speed (mph)
24.7
85th Percentile Speed
30.4
% age Over 30mph
17.7%

#### Volume data

Average Weekday	2,102
7 Day Average	1,997

### Summary

The results show that 85<sup>th</sup>% vehicle speeds are generally within the existing posted 30mph speed limit. However, average speeds are only marginally too high to promote a self-enforcing 20mph speed limit without the introduction of some form of traffic calming measures. Hence minimal additional traffic calming measures would need to be provided to support a 20mph speed limit and complement existing infrastructure on this section of Bedford Road

### 2.2.3 Westbound along Bedford Rd (near Church Lane)

Speed data was collected on Bedford Road approximately 200m south west of the 30mph/National Speed Limit terminal, and 100m north of Church Lane. The results summary is shown below:

#### Northbound average

Mean Ave Speed (mph)
28.2 mph
85th Percentile Speed
33.6 mph
% age Over 30mph
34.6%

#### Southbound average

Mean Ave Speed (mph)
28.3 mph
85th Percentile Speed
33.6 mph
% age Over 30mph
36.2%

#### Volume data

Average Weekday	1,953
7 Day Average	1,920

### Summary

Current 85<sup>th</sup> vehicle speeds entering the village are in excess of the posted speed limit of 30mph, however given the sporadic development on one side only it is not surprising as drivers therefore do not view it as a residential part of the village. A reduced speed limit would not be suitable based on the existing poor compliance and nature of the surrounding environment. Measures to improve compliance within the 30mph speed limit should be investigated, including a 40mph buffer approach or rumble strips.

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## 3 Accident data

### 3.1 Accident data analysis

Recorded injury accident data was obtained for the extents of the village of Old Warden and surrounding area to help identify any possible safety issues. Accident data for the village of Old Warden for the last 5 years showed a total of 6 reported injury road traffic accidents. None of the accidents occurred in the village itself, but were randomly scattered throughout the surrounding roads.

#### **UC147 Barton Road near UC 148 (30/07/12, 16.58):**

*Vehicle 2 was travelling NW when V1 came around a bend and Lost control. V1 has skidded into the path of V2 and collided head on. V2 driver serious.*

#### **UC147 Bedford Rd j/w UC148 (17/10/16, 19.25):**

*V1 travelling NW on Bedford Rd, driver unfamiliar with the road. States she uses sat nav to judge course of road ahead. She has underestimated the severity of the bend and entered the nearside bend too quickly. Her speed has carried her across the opposing lane and down a bank where a low hanging tree has been struck causing damage to the roof and windscreen. She has continued down the bank and collided with a second tree head on before rolling back and coming to rest. V1 driver slight.*

#### **UC147 Bedford Road 600m west of Warden Street. (24/042014, 18.05):**

*Vehicle 2 travelling east exiting n/s bend. V2 collides with oncoming V1. R/O/S of V2 collides with V1 O/S. V2 leaves road to N/S overturning. Drivers V1 (46) and V2 (18) both slight.*

#### **UC157 Bedford Road 16m east of UC147 Bedford Road. (13/05/15. 11.19):**

*V1 travelling west, at speed on unfamiliar road, panics on seeing sharp nearside bend ahead. Driver V1 hits accelerator instead on brake, clips N/S verge, then loses control to O/S of the road and rolls down a bank into the field. Driver (86) and two passengers (86 and 33) all slight*

#### **UC147 150m south of Station Cottages Southill. (16/01/2015, 23.26)**

*V1 travelling south, fails to negotiate O/S bend, leaves the road to the N/S and collides with railway bridge structure. Driver serious (OPL – Over the prescribed (alcohol) limit), passenger slight.*

#### **UC157 Hill lane at approx. 300m north east of Church End. (08/05/14, 19.21)**

*V1 travelling north east, driver loses control of vehicle after swerving for a deer that ran out into carriageway from driver's O/S. V1 leaves the road to N/S and hits a tree. Driver and passenger both slight.*

All the accidents in Old Warden area from 01/01/2012 to 31/12/2016 were susceptible to extenuating circumstances (unfamiliarity with the area, wildlife and alcohol) which are not necessarily owing to excessive speeds (though sometimes inappropriate) and do not indicate any underlying safety issues. Despite suggestions to the contrary, none of the accidents involved cyclists, pedestrians or accessing Bedford Road from Private residences/accesses, or were in the village itself. The number of the accidents demonstrates that there are no significant road safety issues currently resulting in injury collisions within the area covered by the study.

## 4 Street lighting.

Now Old Warden lacks any formal street lighting. To some this may add to the quaint charm of the village; to others this may be an inconvenience or lead to anxiety regarding personal safety in the evenings.

From the point of view of road safety, it's absence in the village has not been an issue. Light levels have not been highlighted as a factor in the accident records. Where other accidents further afield have occurred it's debatable if it would have made any difference. Any provision however outside the village would be extremely cost prohibitive as well as an environmental issue.

Should Old Warden at some time choose to go down the route of implementing a system of street lighting the following need to be borne in mind; conservation and heritage area, lantern type, light type, purchase and installation costs, ducting costs, connection costs, disruption, maintenance and ongoing power costs, light pollution and spillage. A modern sympathetic, efficient and effective street lighting system would obviously be of benefit to the village, however it would be extremely costly. Additionally, existing 30mph repeater signs (and roundels) are not permitted where there is a system of street lighting provided.

## 5 Road signage.

The road signage in the area is not excessive, but from observations on site could be improved upon. Some are old and damaged, dirty or missing and hence require replacement.

For information on the proposed work to the road signage in and around Old Warden, see the attached spreadsheet (Appendix A) and location drawing (Appendix B). This is broken down into 22 locations across the parish.

## 6 Road markings

Many of the road markings around the parish are faded or worn. As most of the lines in the centre of the road are not required, this is much less of an issue than it may first appear. Most of the rural roads are too narrow to support a centre line – they are used to divide traffic lanes and where used in narrow roads can cause issues where opposing traffic get a false impression of space available and priority leading to conflict issues – especially where large local farm and commercial vehicles are involved.

Road markings work by imparting the safety message that they were originally used for, their application is now much more sparing. When used everywhere their meaning becomes diluted

and they tend to be ignored, and in villages their previous overuse urbanises the streets as well as detracting from the character. Around Old Warden the proposals would be to only refresh or replace road markings that would have a direct impact on road safety (an approach used widely by CBC for many years) starting from a presumption of no road markings and only adding them if there is a justifiable safety or risk based rationale. This would be implemented along the following lines; junctions, bends, speed limit changes, narrowing's etc. Of course, every situation is different, hence this is always reviewed by qualified Highway Engineers. Extensive usage of centre lines on the main traffic routes will generally be restricted to wider roads on A or B classifications whose main usage is for the efficient movement of traffic flow including goods vehicles and buses.

For information on and proposed work to the road signage and road markings in and around Old Warden, see the attached spreadsheet (**Appendix A**) and location drawing (**Appendix B**). The information is broken down into 22 locations across the parish.

## 7 Gateways.

All the existing gateway features appear to have been in place for some time as speed limit gateways. The wooden structures are in general poor condition, though fortunately some of the signage has fared better. These gateways have not previously been accompanied with additional road markings to highlight the environmental change. However, the gateways are often now accompanied by colored surfacing (or a change in surfacing), dragon's teeth, speed roundel markings and rumble strips. Some, all or none of these features may be used or desired in any one location; that would have to be decided upon, by consultation and with and regards to the specifics of the exact location. This would ensure that whatever driver awareness measure was used, was both appropriate and proportionate.

To better represent the sense of "place" that is Old Warden and highlight this to motorists, existing gateway replacement throughout the area would be of benefit. In concert with the review of certain speed limits (for details please see section 8 below), the locations (and perhaps the designs) of the gateways could be reviewed. This would ensure that they are in the best, most appropriate and consistent locations. Locations that make sense to the drivers, and are complimentary to the setting and convey a visual change or change of emphasis of the road network that drivers can understand, appreciate and respect.

The most complied with speed limits are ones that are readily appreciated, understood and respected by the motorists and therefore essentially self-enforcing. Possible gateway locations are highlighted in **Appendix B**.

## 8 Speed limits

The speed limits have been looked at from the point of view of appropriateness and consistency with a recent review of speed limit setting guidance and legislation. When reviewing speed limits, the evidence would support the appropriate limit, this is for both a reduction and an increase in speed limits. Where an existing limit may be at odds with the visual characteristics of the location, increasing it can be necessary where the increased limit will have better compliance through driver awareness of its appropriateness to the surrounding environment.

Speed limit reviews can be very controversial, and emotive being close to everyone's heart when affecting the area where they live, although research has shown speed limits can then be regularly ignored once drivers are on the move away from their house or village. Hence there needs to be easy recognition of a speed limit through there surrounding environment with less reliance on signs – The best speed limits are ones that are set at the natural speed that an average careful and considerate motorist would drive at in any given location.

Consistent and appropriate speed limits tend to be observed without question or thought, whereas artificially low, imposed ones or those that do not appear to be consistent with the locations or surroundings tend to be ignored and require additional enforcement or traffic calming measures. Examples of these could be urban dual carriageways, 30 limits when only fields exist either side of the road or 20mph limits in wide streets. In these environments there is a disconnection between the posted speed limit that the driver can see and what they perceive to be a safe speed to drive at, resulting in low compliance.

The suggestions below have this ethos in mind, so that there are obvious visual and environmental cues that support each speed limit so that they are consistent, appear reasonable to road users, and are more likely to be observed and respected without the need for additional, expensive and scarce enforcement (or traffic calming features that detract from the unique village appearance of Old Warden).

### 8.1 Speed limit review location 1 – West of the village.

Current situation: Both the North (5) and South (7) approaches to Bedford Road – via a bend or junction are derestricted, then approaching Richard Crescent (9) there is a gateway and a reduction to 30mph, which carries on right through the village.

Proposal and rationale:

The section of 30mph limit from the west of Richards Crescent to east of Pear Tree Piece is neither consistent with the rest of the village, nor the recommendations for this kind of limit - with regards to what constitutes a village with accesses and residential development on either side rather than open views and arable fields on one side as exist here.

If a 40mph limit were implemented from locations 5 and 7 as far as location 11, not only would it protect the bend and junction, there would be a more appropriate limit between locations 9 and 11, as well as the opportunity to implement another gateway at location 11 where the speed limit reduces to 30mph approaching the bend and center of the village.

### 8.2 Speed limit review section 2 (Plan location 12)

The 30mph speed limit here commences at the junction with Bedford Road. Being in this location it would clash with (and proliferate signage) the give way sign that is missing from this location.

If the 30mph speed limit were moved out a short distance it could be co-located with the existing (or replacement) gateway feature/treatment, and optimize performance with replacement of the missing give way sign.

### 8.3 Speed limit review section 3 – center of village

Current situation: Main linear village street, 30mph speed limit, no street lighting with development both sides, with and without frontages, no footways or parking restrictions leading to ad hoc carriageway parking. These add to the unique village character of Old Warden and naturally keep the speed of traffic in check.

Given the current situation in the middle of the village, no changes to the current speed limit is warranted. Speeds are already restricted and traffic calmed by the natural evolved layout of the street, houses and usage, without requiring traffic calming or additional signage, neither of which would be in keeping with the pleasant rural local village character.

Whilst a 20-mph speed limit could be suggested, best advice on setting speed limits in Villages says that it "should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function". Whilst Old Warden is a small and quiet village, Bedford Road is the only road through the village.

### 8.4 Speed limit review section 4 (east of village – location 18)

At this location there is a straight drop in speed limit from national to 30mph together with a gateway (consisting of wooden gate style features, Old Warden nameplate and speed limit signage).

A 40mph buffer limit in this location taking the speed limit back to beyond the previous bend may be beneficial in slowing traffic before it encounters the 30mph limit, leading to improved compliance. Introducing the 40mph buffer would also give the opportunity for a new gateway with the addition of dragon's teeth and /or rumble strips if supported. Similar provision could also be carried out in locations 5 and 7 (mentioned at section 8.1 above).

### 8.5 Speed limit review section 5 – Shuttleworth Museum entrance

Currently this section of road is subject to the national speed limit, some being tree covered and some hedge lined. In between, there is the access to the Shuttleworth Museum that is currently poorly signed and not very conspicuous. As mentioned elsewhere the signage in this location would benefit from improvement, both in advance of and at the actual access.

To further highlight the access, draw attention to the location and increase the conspicuity a short section of 50mph speed limit could be considered. Whilst reducing speeds at this potential conflict point, it could facilitate safer access to this popular local attraction.

## 9 Conclusions

In conclusion, due to the varying character, function and local strategic importance of the highway, a single blanket approach would not be suitable. A programme of engineering measures targeted at areas where speeds are significantly high, or where vulnerable road users are likely to be present in high concentrations should be developed to achieve speed limit compliance and improve road safety for all road user groups, specifically for pedestrians.

A 20-mph speed limit across the whole of Old Warden would be difficult to implement due to the varying character of the roads through the village and those approaching which together with their carriageway widths and semi-rural nature would require extensive traffic calming and illumination to reduce speeds sufficiently to comply with a 20mph speed limit.

Working out from the central area/section, a review of and revisions to the extents of the 30mph speed limits as well as targeted 40mph (or 50mph at the entrance to Shuttleworth Museum), with some form of gateway treatments, including vegetation removal where appropriate should provide benefits of better speed limit compliance (lower speeds /less instances of speeding) through greater awareness of the speed limits and context changes where each is located i.e. fields either side, some residential one side (or sporadic either side) and the village settlement itself.

Outside the village itself where some of the accidents (single vehicle mainly) occurred, the signage/street furniture will be reviewed as well as potential for additional hedge/tree trimming maintenance. Where foliage maintenance measures are identified they can be carried out to ensure that drivers are warned of and can see any hazards and any additional appropriate works can also be proposed.

To summarise, many smaller interventions, when viewed in isolation may be seen as insignificant but could in combination sympathetically improve the environment and traffic movement in and around Old Warden, whilst not detracting unduly from its historic village character for both residents and visitors.

#### [Additional notes regarding 20mph limits for information.](#)

If a 20mph limit is indicated by signage alone, the general compliance with the limit is only expected when mean before speeds are 24mph or below. Where mean speeds in many areas of a village exceed 24mph, which as stated in the DFT circular 01/2013 it is unlikely to lead to general compliance to a 20mph limit. In such cases a 20mph zone complete with physical traffic calming measures may be more suitable than a 20mph limit alone

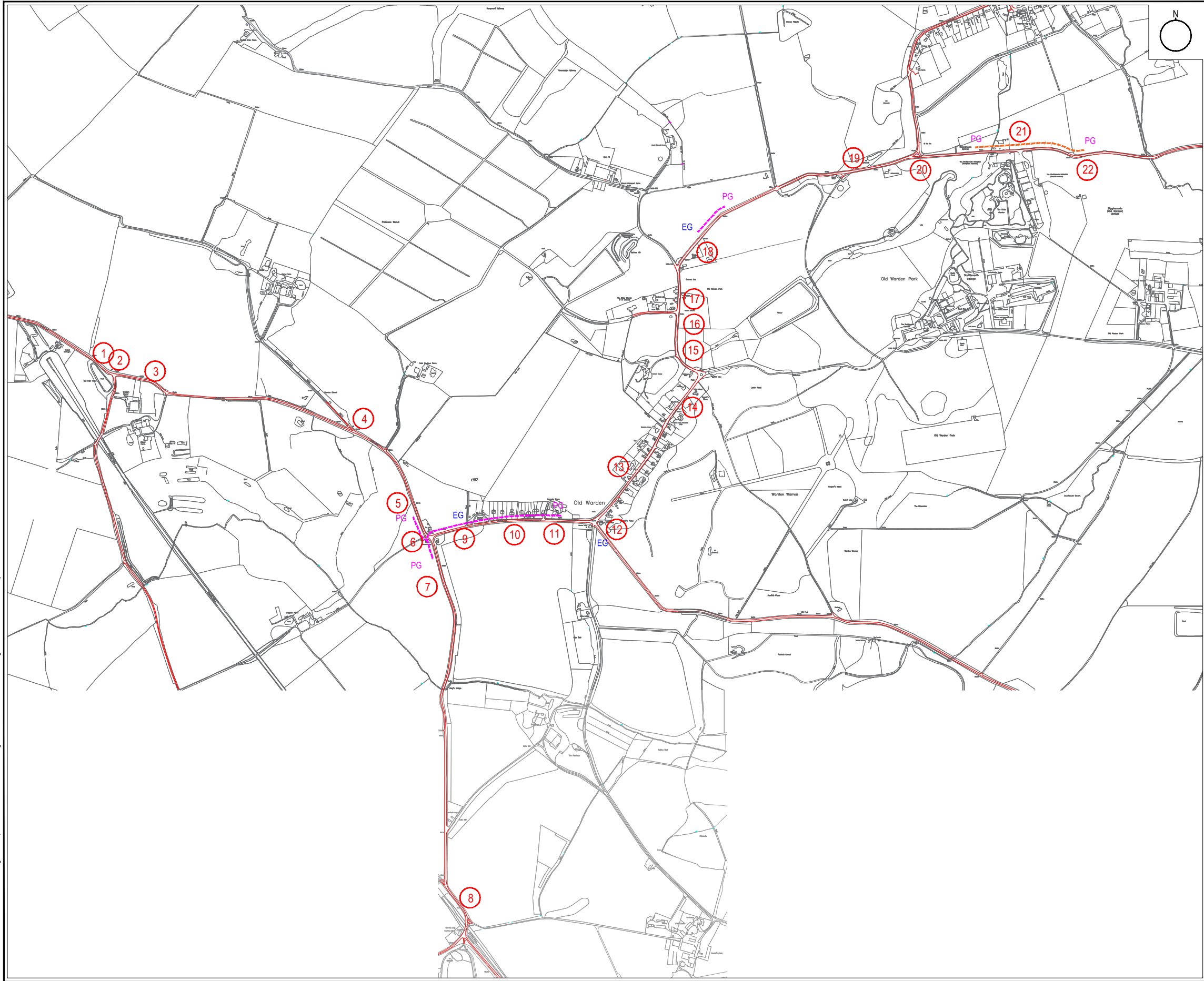
For a 20mph zone to be introduced, no point within the zone can be more than 50m from a traffic calming measure. These measures can be features such as road humps, chicanes, pinch points, speed limit signing or roundel road markings. Each of the features will have varying levels of impact on average speeds and different features would be more suitable in certain locations. Introducing a 20mph zone across a larger area with little traffic calming could lead to (and require) the implementation of signs, lines and features at odds with their context and the rural village nature of the conservation area of Old Warden



Appendix A

Old Warden RMF infrastructure/street furniture review

Location No.	Item Type	Location	Item description	Current Situation (condition, required etc)	Further action required
1	Signs	West of Lane and Warden Abby,	Left bend sign with junction on outside.	Signs required and in good condition	None
	Road markings	West of Lane and Warden Abby,	Hazard warning line . SLOW on approach to bend.	Hazard warning line faded but road too narrow. SLOW on approach to bend	Refresh Slow marking, consider edge of carriageway marking. Do not refresh centre markings.
	Lighting	West of Lane and Warden Abby,		None	None
2	Signs	Junction of lane and Bedford Rd nr. Warden Abbey	Local direction signs	Condition acceptable	None
	Road markings	Junction of lane and Bedford Rd nr. Warden Abbey		Hazard warning line faded but road too narrow.	Refresh junction
	Lighting	Junction of lane and Bedford Rd nr. Warden Abbey		None	None
3	Signs	South of lane near Warden Abbey	Right bend sign with junction on outside.	Signs required and in very poor condition	Replace signs, consider additional sign to south warning of series of bends
	Road markings	South of lane near Warden Abbey	Hazard warning line . SLOW on approach to bend.	Hazard warning line faded but road too narrow. SLOW on approach to bend.	Refresh Slow marking, consider edge of carriageway marking. Do not refresh centre markings. Consider edge of carriageway marking at right hand bend (access to Warden Abbey, and SLOW
	Lighting	South of lane near Warden Abbey		None	None
4	Signs	Warden St Junction	No through Rd sign and Unsuitable for heavy vehicles.	Acceptable condition	No advanced warning of junction on Bedford Road - consider provision
	Road markings	Warden St Junction	Junction markings and centre hazard markings	average	Refresh junction marking only
	Lighting	Warden St Junction		None	None
5	Signs	Approach to bend/jct Bedford Road/Shefford Road	Advanced Give Way sign with 100yds plate (back to back with Uneven Road surface and 3 miles plate	Acceptable condition and relevant	None
	Road markings	Approach to bend/jct Bedford Road/Shefford Road	Hazard warning line	Faded	None
	Lighting	Approach to bend/jct Bedford Road/Shefford Road	None		None
6	Signs	Junction of Bedford Road and Shefford Road	Give Way signs (n/s and o/s), plus left hand chevron sign for westbound traffic on Bedford Road	n/s sign obscured by vegetation, others acceptable.	Consider additional left handed chevron for Bedford Rd southbound traffic due to likely issues of visibility of nearside give way sign
	Road markings	Junction of Bedford Road and Shefford Road	Junction markings and centre hazard markings	average	Refresh junction marking only and centre hazard lines from adv give way sign
	Lighting	Junction of Bedford Road and Shefford Road	None		None
7	Signs	Shefford Road south of jct with Bedford Road	Low bridge warning (south) bend with junction on outside (north)	Acceptable condition and relevant	None
	Road markings	Shefford Road south of jct with Bedford Road	Centre hazard warning line	Hazard warning line faded but road too narrow.	None
	Lighting	Shefford Road south of jct with Bedford Road	none		None
8	Signs	Shefford Road approach to railway bridge	Low bridge warning (south)	Acceptable condition and relevant	None
	Road markings	Shefford Road approach to railway bridge	Centre hazard warning line	Very faded and no obvious junction markings either side of bridge	Refresh junction markings, SLOWs and Edge lines if of benefit. Also consider edge line adjacent to "armco" over ditch.
	Lighting	Shefford Road approach to railway bridge			
9	Signs	Bedford Road, east of junction with Shefford Road	30/derestrict gateway and left-hand bend sign with junction on outside	Acceptable condition and relevant except for "Gateway"	Renew gateway feature.
	Road markings	Bedford Road, east of junction with Shefford Road	30 roundels, Slow and centre hazard warning lines, edge lines	average	Refresh junction marking, roundels, SLOW and centre and edge lines (from gateway to junction only)
	Lighting	Bedford Road, east of junction with Shefford Road	None		None
10	Signs	Bedford Road - between Richard Cres and Pear Tree Piece	VAS and 30 repeaters	VAS works, signs acceptable	None
	Road markings	Bedford Road - between Richard Cres and Pear Tree Piece	Centre hazard warning line	Hazard warning line faded but road too narrow.	None
	Lighting	Bedford Road - between Richard Cres and Pear Tree Piece	None		None
11	Signs	Bedford Road, south of Pear Tree Piece	Bend left with junct on outside, Pedestrians and "no footway 800yds" plate	Acceptable condition and relevant, though noted that footway continues round left-hand bend and into village to the far side of the hedge	review signage
	Road markings	Bedford Road, south of Pear Tree Piece	Hazard warning line, SLOW	Hazard warning line faded but road too narrow.	refresh SLOW
	Lighting	Bedford Road, south of Pear Tree Piece	none		None
12	Signs	ZUC150, junct Bedford Rd	Advanced Give Way sign with 100yds plate, followed by Old Warden gateway and sign on nearside	Signs relevant but dirty, no give way sign at junction	Clean signs and consider replacing give way sign at junction.
	Road markings	ZUC150, junct Bedford Rd	Junction markings and centre hazard markings and SLOW	Hazard warning line faded but road too narrow.	Refresh junction markings, SLOW and hazard warning lines from Gateway to junction.
	Lighting	ZUC150, junct Bedford Rd	none		
13	Signs	Bedford Rd, centre of village	30mph repeaters	Acceptable condition and relevant	None
	Road markings	Bedford Rd, centre of village	hazard warning line and speed limit roundels, SLOW	Hazard warning line faded but road too narrow. roundels and SLOW faded and worn.	Refresh roundels and SLOW only.
	Lighting	Bedford Rd, centre of village	none		None
14	Signs	Bedford Rd, War Memorial to Shuttleworth roundabout.	30mph repeaters	Acceptable condition and relevant	None
	Road markings	Bedford Rd, War Memorial to Shuttleworth roundabout.	hazard warning lines, edge lines, roundels and SLOW	Hazard warning line faded but road too narrow. Roundels and SLOW faded and worn.	Refresh all but centre lines.
	Lighting	Bedford Rd, War Memorial to Shuttleworth roundabout.	none		None
15	Signs	The Village (NSG!) approaching rbt and Bedford Road	30 repeaters and Shuttleworth brown sign	Pedestrians and "No footway for 800yds" signs no longer on site. 30 repeaters fine	Review all signage requirements in this location
	Road markings	The Village (NSG!) approaching rbt and Bedford Road	hazard warning line and edge lines	Hazard warning line faded but road too narrow and rural module. Edge line not required.	Consider 5 no. centre lines on approach to bend and SLOW
	Lighting	The Village (NSG!) approaching rbt and Bedford Road	none	Dark area that could become a focus.	Shuttleworth could be encouraged to light this as a feature area as well as improve the surfacing and fencing.
16	Signs	Bedford Rd, south of Church Lane	Bends sign and 30 repeaters. VAS, P sign to Church	good condition, though VAS did not trigger.	consider if bends sign required, VAS (Parish owned) may require repair
	Road markings	Bedford Rd, south of Church Lane	SLOW	Hazard warning line faded but road too narrow.	refresh SLOW
	Lighting	Bedford Rd, south of Church Lane	none		None
17	Signs	Bedford Road Immediately north of Church Lane	Cow sign and 30 repeaters	ok	review cow, if required
	Road markings	Bedford Road Immediately north of Church Lane	n/a	n/a	n/a
	Lighting	Bedford Road Immediately north of Church Lane	none		none
18	Signs	East of Mount Pleasant	30 derestrict gateway	ok	replace gateway
	Road markings	East of Mount Pleasant	hazard warning line	Hazard warning line faded but road too narrow and rural module.	None
	Lighting	East of Mount Pleasant	none		None
19	Signs	Bedford Road approaching Warden Road/Hill Rd (jct)	Aircraft warning signs and bend sign with left junction	Acceptable condition and relevant	Co locate Aircraft sign with bend/jct sign to reduce clutter
	Road markings	Bedford Road approaching Warden Road/Hill Rd (jct)	hazard warning line	Hazard warning line faded but road too narrow.	None
	Lighting	Bedford Road approaching Warden Road/Hill Rd (jct)	none		None
20	Signs	Warden Road/Hill Road junction	local direction signs and tourist sign approaching museum - back to back with left hand bend and outside junction warning sign	Acceptable condition and relevant	review brown signage
	Road markings	Warden Road/Hill Road junction	hazard warning line, dyl and junction markings	Hazard warning line faded but road too narrow.	Refresh junction markings.
	Lighting	Warden Road/Hill Road junction	none		None
21	Signs	Museum access	poor local direction signage, Aircraft and horse warning signs going east.	errant SLOW road marking!	Bend warning to east, review and improve Museum signage and advanced signage (esp from east).
	Road markings	Museum access	hazard warning line and edge lines and dyl	Hazard warning line faded but road too narrow.	Refresh junction markings. Add SLOW markings approaching bend
	Lighting	Museum access	none	none	Museum could light access??
22	Signs	East of Museum	topo and aircraft warning signs??Bends, dist plate, aircraft sign and horse warning signs	an excess of signage at this location	location??review signage and location
	Road markings	East of Museum	hazard warning lines dyl and edge markings (part)	hazard warning lines faded and road too narrow to support (esp with dyl)	None
	Lighting	East of Museum	none	none	None



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	
MAINTENANCE / CLEANING	
DECOMMISSIONING / DEMOLITION	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.	

- 21 Locations as referred to in report and spreadsheet
- EG Existing gateway locations
- PG Proposed/possible gateway locations
- Proposed 50mph speed limit
- Proposed 40mph speed limit

## Appendix B

REV	REV. DATE	PURPOSE OF REVISION	DRAWN	CHKD	APPRVD
Drawn:	SH				Date: Jan 2018
Design:	SH				Date: Jan 2018
Checked:	SP				Date: Jan 2018
Approved:	SP				Date: Jan 2018



Project: Old Warden RMF

Drawing Title: Location Plan  
(to be read in conjunction with report)

Drawing Status: Consultation

Scale: NTS @ A3	DO NOT SCALE
Ringway Jacobs No.	
Client No.	
Drawing Number: CBC 196307 000 001	Rev: 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

File location: P:\6 Schemes\SCHEMES 2017-18\Integrated Transport\196307 - Old Warden RMF\1 - Design\3 CAD\3 Work Area\196307 base.dwg User: Steve Hill Time: 26 January 2018 12:34:16

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