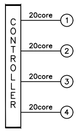
SETTING OF POLES & EQUIPMENT SCHEDULE									
Pole No	Pole Type	Pole Centre Distance to Kerb Face (metres)	Pole Centre Distance to Tactile (metres)	LED RAG Signal Head	LED Farside Pedestrian Signals	Pedestrian Demand Unit with Tactile Device	On Crossing Detector	Kerb-side Detector	PE Cell
1	Standard	0.80	0.50	1	1	1	-	1	1
2	6m Tall	0.80	0.50	2	-	1	1	-	-
3	Standard	0.80	0.50	1	-	1	-	1	-
4	6m Tall	0.80	0.50	2	1	1	1	-	-
			Totals	6	2	4	2	2	1

FARSIDE PEDEX CROSSING OPERATIONAL CYCLE & TIMINGS			
Period	Signals Shown		Crossing B Timing (seconds)
	TO PEDESTRIANS	TO VEHICLES	
P1	Red Standing Figure (wait)	Green (proceed if way is clear)	30 (fixed) 30 (VA max) 7 (VA min.)
P2	Red Standing Figure	Amber (stop unless not safe to do)	3 (mandatory)
P3	Red Standing Figure	Red (stop, wait behind stop line on carriageway)	1 (gap) 3 (max) 3 (FVP)
P4	Green Walking Figure (cross with care)	Red	5
P5	Black-out	Red	3
P6	Black-out	Red	0 to 8 (pedestrian extendable period)
P7	Black-out	Red	3
P8	Red Standing Figure	Red	1
P9	Red Standing Figure	Red with Amber (stop)	2
Vehicle detection extension period			1.5
On-crossing extension period			2.0
Kerbside call / cancel detector hold period			2.0
Speed Assessment vehicle extension period			5.0

ELV SIGNAL CABLING SCHEMATIC



KEY:

- Three aspect LED R/A/G signal head
- Two LED signals heads with one at top of 6m tall pole
- Two aspect LED RM/GM farside pedestrian signal
- Pedestrian LED wait indicator with push button unit & tactile device
- Standard poles & tall 6m signal poles
- Pedestrian on-crossing detector
- Pedestrian kerb-side detector
- PE Photoelectric cell
- Traffic signals controller cabinet
- Electrical service box
- 100mm dia. traffic signals ducts (1 duct & 2 ducts)
- RS115 pole retention socket surrounded with 750mm³ foundation
- Signals cable drawpit 450mm l x 450mm w x 600mm d (NAL Stakkabox modula access chamber or similar)
- Signals cable drawpit 600mm l x 450mm w x 600mm d (NAL Stakkabox modula access chamber or similar)

NOTES:

ELV PEDEX farside pedestrian crossing to operate under VA control with system D and speed assessment.
All traffic signal poles to be passively safe.
All data to be the same for each timing set.
18 hour DFM time - push button units not on DFM

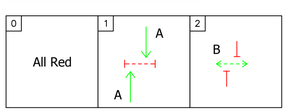
All equipment and street furniture is to be type approved;and is to be in accordance with:

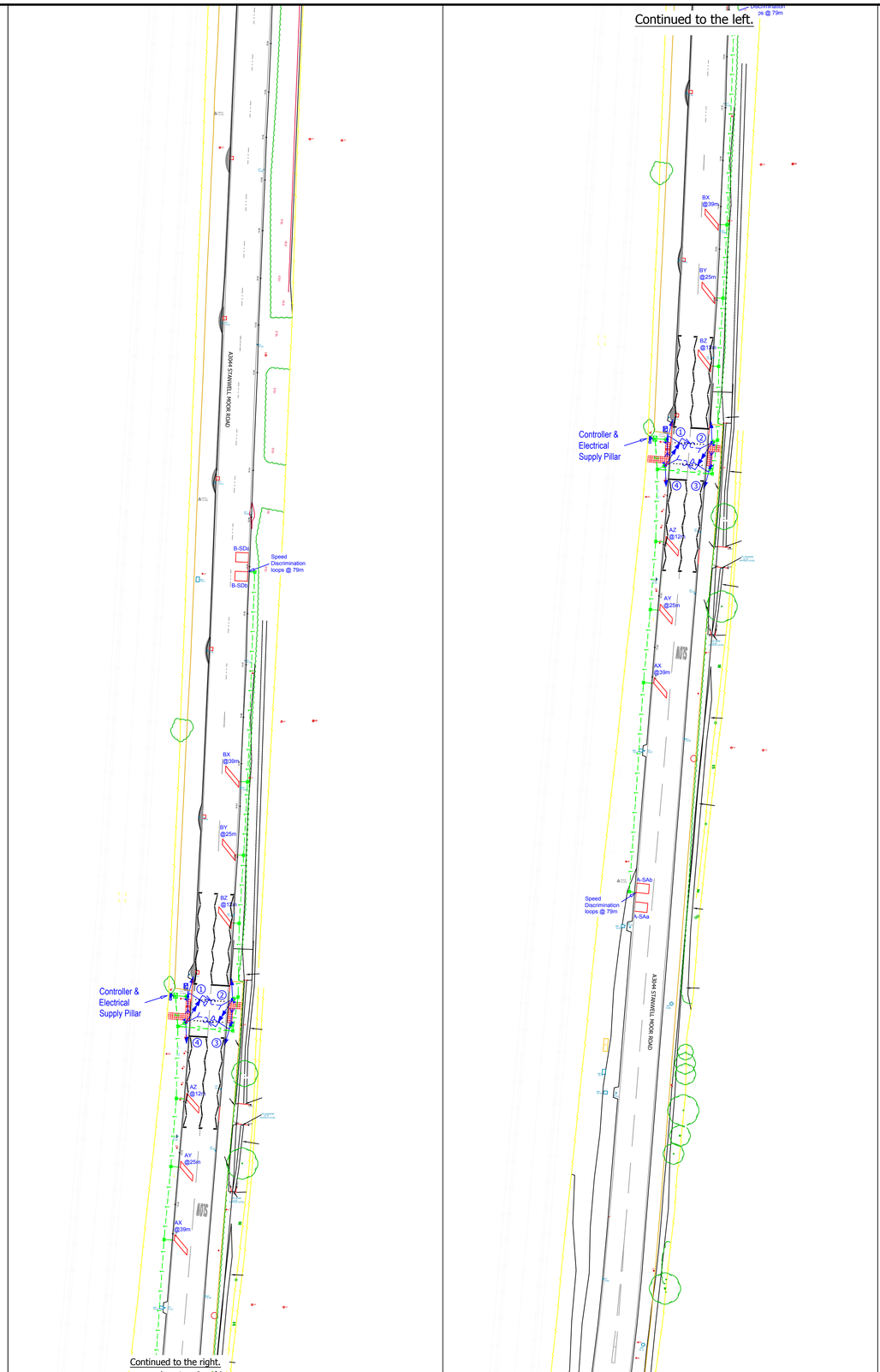
- The Surrey County Council specification for the supply and installation of traffic signals 2016
- DFT specification for traffic signal controller TOPAS 2500A

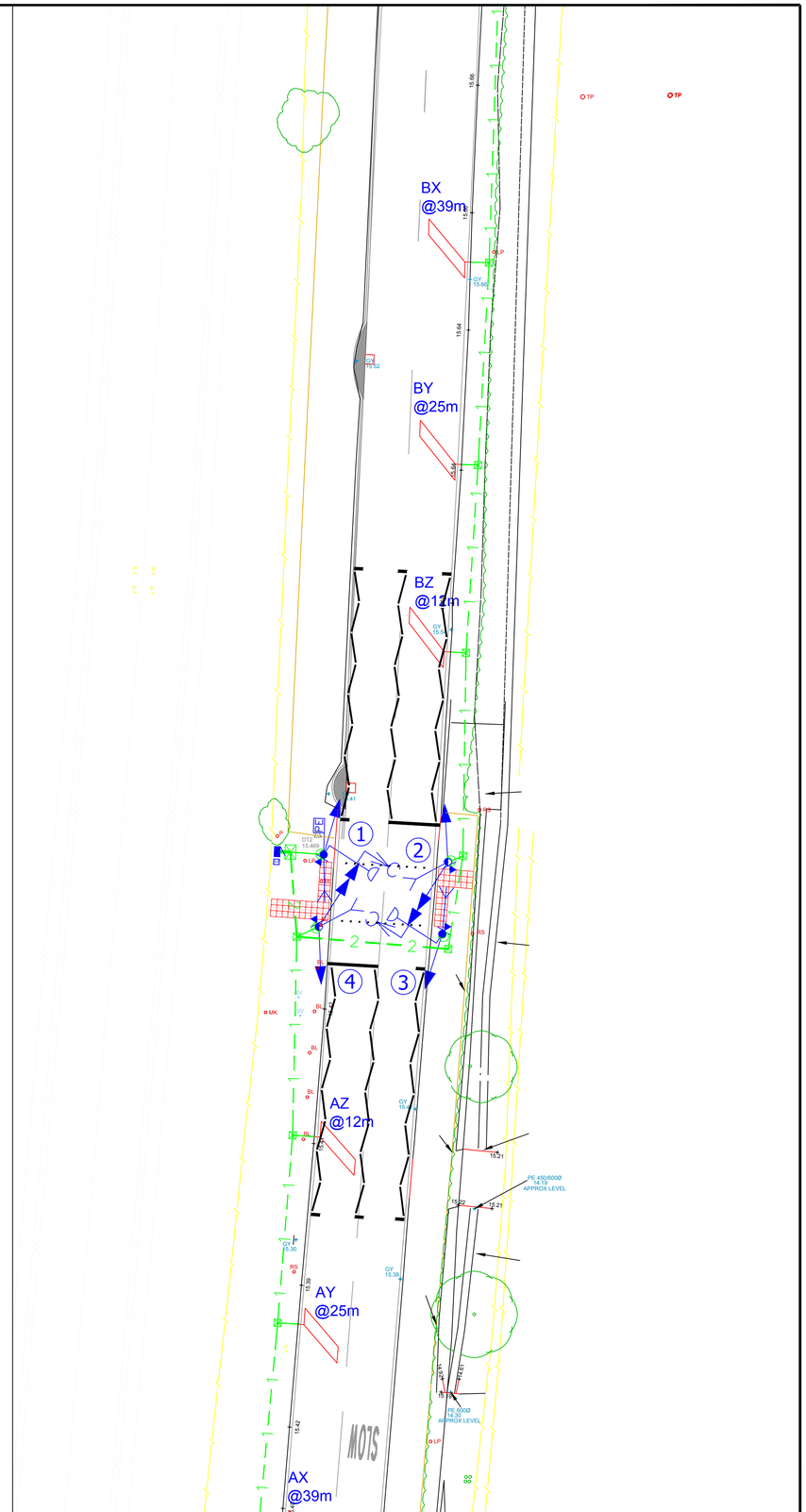
and

- The Traffic Signs Regulations and General Directions 2016

PHASING/STAGING DIAGRAM







Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

File Name: I:\EAI\PC All\Strategic Projects\Strategic Projects - Active\SP0012-Wider Staines STP\04 Design\4.02 Drawings\4.2.02 Feasibility Drawings\SP0012.3 Section 3_ Stanwell Moor Rd\12LEPSTP-P222-01 Wider Staines STP - Traffic Signals Arrangement REV2.dwg

North Point

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Drawn by	EJS	Sig.	Date 08.17
Checked by originator	EJS	Sig.	Date 08.17
Approved by	TWB	Sig.	Date 08.17

Project
WIDER STAINES STP. A3044 STANWELL MOOR ROAD
NEAR STANWELL NEW ROAD, STANWELL.

Drawing
TRAFFIC SIGNALS ARRANGEMENT
PROPOSED TOUCAN CROSSING

SHEET 1 OF 1

SURREY COUNTY COUNCIL
Surrey Highways
Transport for Surrey

Project No.	12LEPSTP
Contract	
Sheet No.	
Drawing No.	P222-01
Rev.	
Classification	FEASIBILITY

A1

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