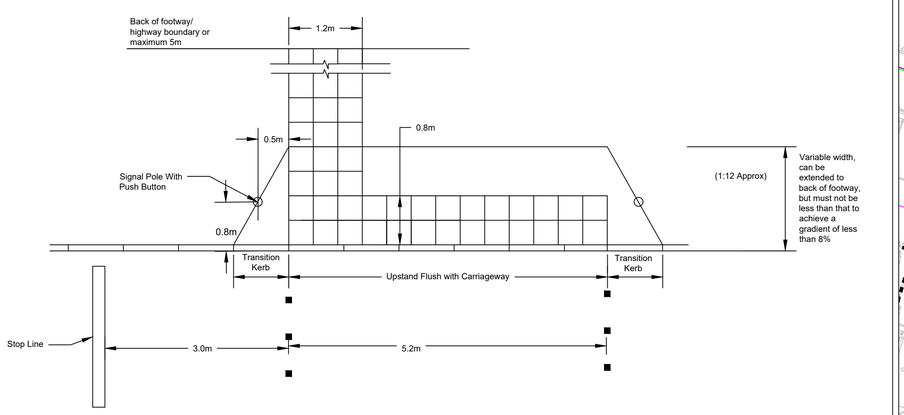
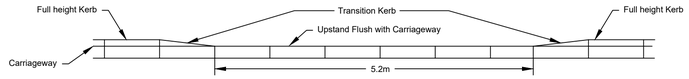
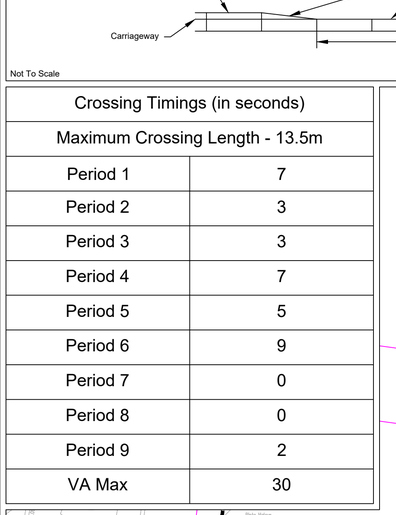


Kerbline Profile.



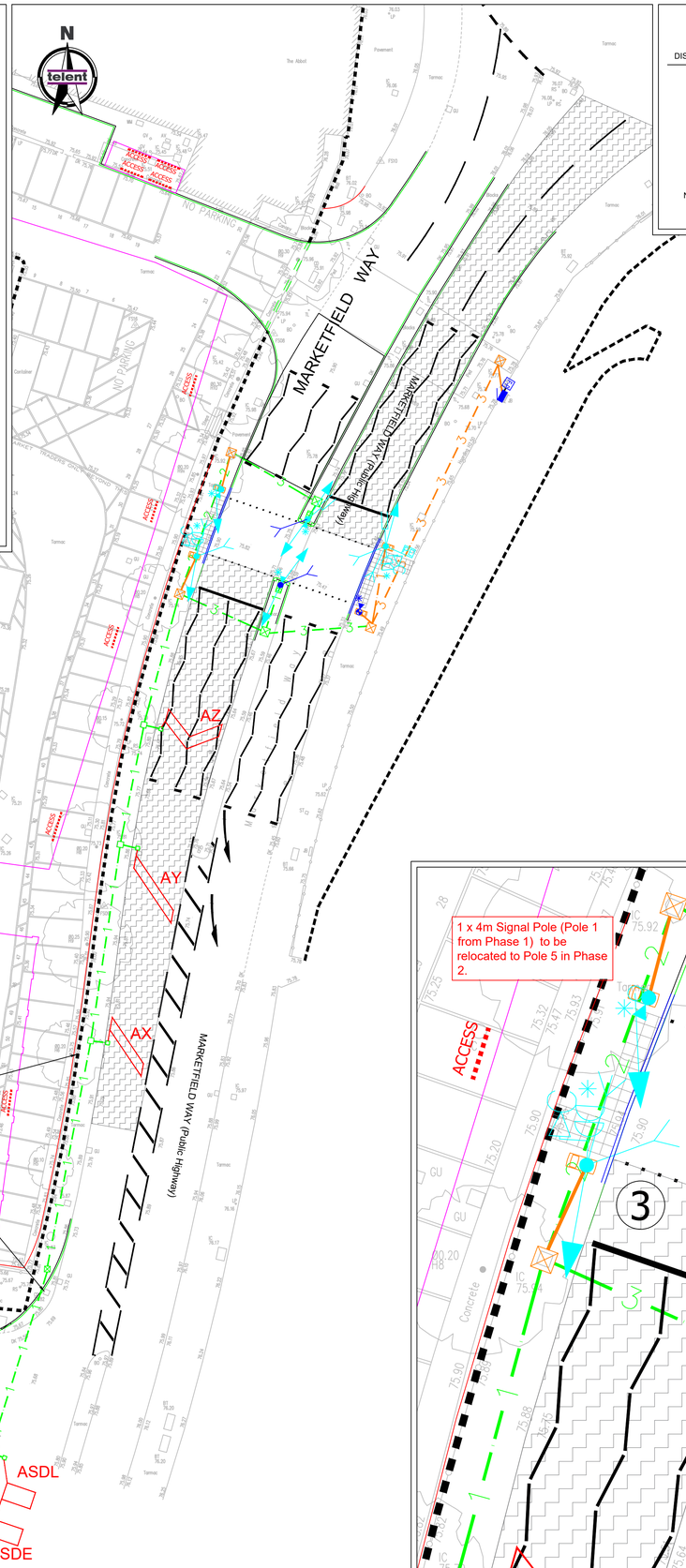
Not To Scale

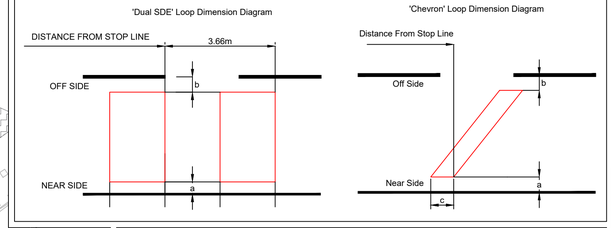
Crossing Timings (in seconds)	
Maximum Crossing Length - 13.5m	
Period 1	7
Period 2	3
Period 3	3
Period 4	7
Period 5	5
Period 6	9
Period 7	0
Period 8	0
Period 9	2
VA Max	30



Pole Setting Out

Pole No	Pole Type	Pole Distance from Kerb (m)	Pole Distance from Tactile Paving (m)	NAL Retention socket	Notes
1	2m Stub	0.8m	0.5m	Existing	
2	4m Straight			RS115 (600)	Centre of central refuge
3	4m Straight			Existing	Existing Pole
4	4m Swan Neck	0.8m	0.5m	Existing	
5	4m Straight			RS115 (600)	Centre of central refuge
6	4m Straight			Existing	Existing Pole

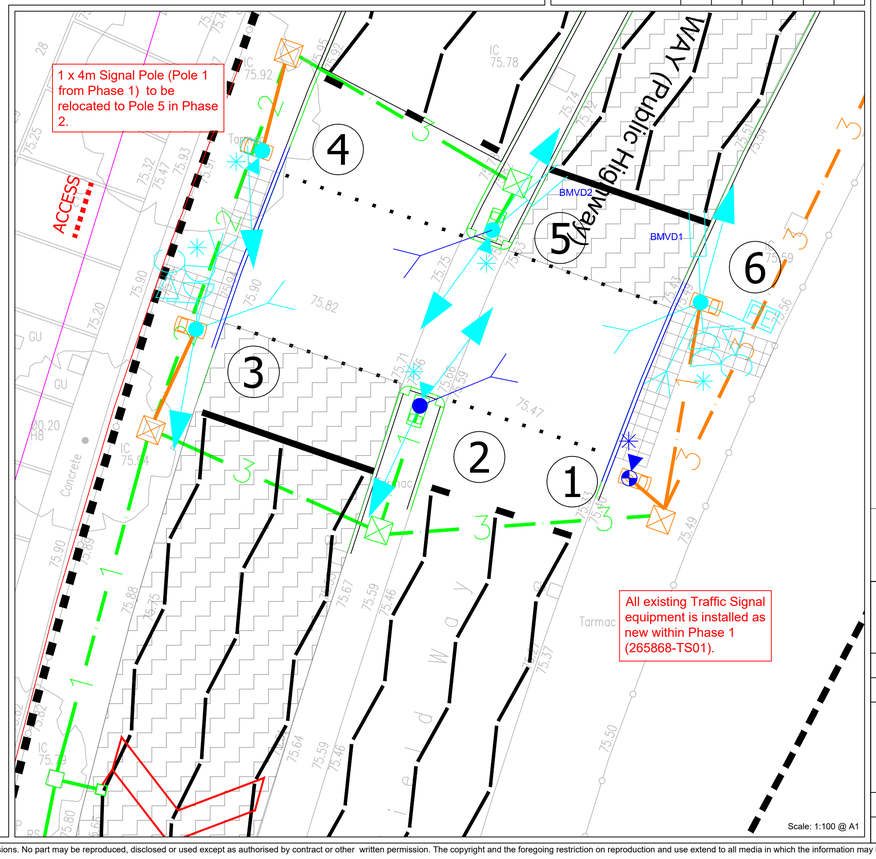




Detector Loop Dimensions

Loop Name	Distance From Stopline	Distance From Near Side (a)	Distance From Off Side (b)	Loop Length (c)	Loop Type
AX	39m	0.5m	0.3m	1.1m	Chevron
AY	25m	0.5m	0.3m	1.1m	Chevron
AZ	12m	0.5m	0.3m	1.1m	Chevron
ASDE	-	0.5m	0.3m	1.83m	Rectangle
ASDL	79m	0.5m	0.3m	1.83m	Rectangle

Equipment Schedule						
Pole Number	1	2	3	4	5	6
On-Crossing Detector		1	1		1	1
Kerbside Detector			1			1
MVD					1	1
Photo Electric Cell						1
RAG Primary Signal Head		2	1	1	2	1
Nearside Toucan Combined Unit			1			1
High Level Toucan Repeater			1			1
Brushless Tactile Device	1	1	1	1	1	1
Push Button Unit	1	1		1	1	



Scale: 1:250 @ A1

Scale: 1:100 @ A1

The following information has been collected from pre-construction information and the telent CDM hazard management process.

- Hazard
- HV / LV in vicinity of excavation works
- Underground BT in the vicinity of excavation works
- Water Mains in vicinity of excavation works
- Gas Mains in vicinity of excavation works

KEY:

- telent OPTIMA ELV Traffic Signal Controller.
- Electrical Feeder Pillar.
- Existing 4m Slotless Swan Neck Signal Pole.
- 4m Slotless Signal Pole.
- Existing 4m Slotless Signal Pole.
- 2m Slotless Stub Pole.
- RAG Primary Signal Head.
- Existing RAG Primary Signal Head.
- Push Button Demand Unit.
- Existing Push Button Demand Unit.
- Existing NS Toucan Combined Indicator & High Level Repeater.
- Existing Brushless Tactile Device.
- Existing Microwave Vehicle Detector.
- On-Crossing Detector.
- Existing On-Crossing Detector.
- Existing Kerbside Detector.
- Existing Photoelectric Cell.
- (1) Signal Pole Number.
- NAL STAKKAbox Large Chamber 600mm x 600mm.
- Existing Large Chamber.
- NAL STAKKAbox Small Chamber 300mm x 450mm.
- NAL Pole Retention Socket RS115.
- Existing NAL Pole Retention Socket RS115.
- NAL Carriageway Loop Box with 50mm Connecting Duct.
- New 100mm Orange Traffic Signals Duct (No. as indicated).
- Existing 100mm Orange Traffic Signals Duct (No. as indicated).
- 50mm Black Duct for Electrical Feed.
- VA Detection Loop.
- Double SD Detection Loops.
- Existing Tactile Paving (Grey).
- High Friction Surfacing (Grey).

Notes:

1. Controller to be a telent OPTIMA and Siemens OMU (installed and commissioned by telent). 3G SIM card to be provided by Surrey County Council.
2. The signal heads should be LED and both the signals and controller shall be ELV (Extra Low Voltage).
3. The photocell for dimming shall be located on pole 6.
4. All road markings shown to be laid in accordance with TSRGD 2016.
5. All ducting shall be polypropylene, orange in colour, smooth bore with "Traffic Signals" imprinted on the duct. Draw cords shall be included in all ducts. Existing ducting is to be utilised where possible.
6. All duct chambers are to have a grade B composite lid with steel frames and will have 150mm concrete bed and surround.
7. Ducting from RS115 NAL units to adjacent chamber are to be 1x100mm unless indicated otherwise. All other runs shall be as indicated by number.
8. Black 50mm duct to be installed between electrical feeder pillar and controller for electricity supply.
9. The electrical supply for the signal controller shall be a dedicated UKPN supply to the electricity feeder pillar adjacent to the controller. To be organised by the main contractor.
10. The High Friction Surfacing (HFS) shall extend 50m in from each stop line. The HFS shall also extend through to the first set of pedestrian studs. All HFS to be coloured grey.
11. All signal cabling from Phase 1 to be removed and replaced with new signal cable. See cable schematic for details.
12. All poles and controller are to be black in colour.
13. Poles 3 and 6 are to include High level Nearside pedestrian indicator repeater units.
14. Audible Devices to be fitted to Poles 3 and 6.
15. Drawing to be read in conjunction with the works specification.

ISSUED FOR CONSTRUCTION.

Title:
PHASE 2 - Marketfield Way, Redhill
Surrey
Traffic Signals Design

Project No:	Scale:	Date:
S00927	As Shown	12/03/2021
Drawn: RDG	CAD File Name: 265868-TS-Construction G&H	

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Originator:	Checked:	Approved:	Approval Date:
RDG	PJS	PJS	12/03/2021

DRAWING No:	ISS:
265868-TS02	Construction I

Original Size: A1

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