



- TRAFFIC SIGNALS KEY:**
- PROPOSED PTC-1 LITE CONTROLLER
 - PROPOSED FEEDER PILLAR
 - PROPOSED 4m CRANKED PASSIVELY SAFE TRAFFIC SIGNAL POLE WITH LOW LEVEL TERMINATIONS
 - PROPOSED 2.5m STUB TRAFFIC SIGNAL POLE
 - POLE REFERENCE NUMBER
 - PROPOSED RAG SIGNAL HEAD AND PRIMARY HOODS
 - PROPOSED ON CROSSING DETECTOR
 - PROPOSED SOLAR CELL
 - PROPOSED COMBINED TOUCAN NDU/PB UNIT INCLUDING ROTATING TACTILE CONE AND SMARTCROSS UNIT
 - PROPOSED COMBINED TOUCAN NFOV NDU/PB UNIT INCLUDING ROTATING TACTILE CONE AND SMARTCROSS UNIT WITH NFOV HIGH LEVEL REPEATER
 - PROPOSED COMBINED TOUCAN NDU/PB UNIT INCLUDING ROTATING TACTILE CONE AND SMARTCROSS UNIT WITH HIGH LEVEL REPEATER
 - PROPOSED 100 X 100 ALUMINIUM ALLOY STUDS WITH TEXTURED TOP
 - PROPOSED WIRELESS MAGNETOMETER
 - PROPOSED WIRELESS REPEATER UNIT
 - PROPOSED WIRELESS ACCESS POINT
 - EXISTING WIRELESS REPEATER UNIT

DO NOT SCALE

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NOTES:

1. THIS IS TO BE AN EXTRA LOW VOLTAGE INSTALLATION.
2. A STUMP LEVELLING POST MUST BE USED TO ENSURE THAT POLE RETENTION SOCKETS ARE INSTALLED VERTICALLY (TOLERANCE OF +/- 1°). WHERE THIS IS NOT MET THE CONTRACTOR WILL BE EXPECTED TO RE-INSTALL THE UNIT AT THEIR OWN EXPENSE.
3. THE DEPTH OF POLE RETENTION SOCKETS IS TO BE DETERMINED BY THE CONTRACTOR BASED ON THE EQUIPMENT INSTALLED. SOCKETS ARE TO BE INSTALLED TO THE MANUFACTURERS SPECIFICATION.
4. LOW ACCESS DOORS SHALL BE SITED ON THE OPPOSITE SIDE OF THE POLE TO ONCOMING TRAFFIC.
5. ALL SIGNAL POLES AND CABINET DOORS SHALL BE EARTHED USING EARTH STRAPS.
6. INFORMATION ON THE LOCATION OF STATUTORY UNDERTAKERS PLANT IS ONLY AS ACCURATE AS THE SOURCE MATERIAL. A COPY OF THE SOURCE MATERIAL IS SUPPLIED TO THOSE USING THIS DRAWING OR UNDERTAKING CONSTRUCTION. THE REPRESENTATION OF SERVICES INFORMATION ON THIS DRAWING DOES NOT WARRANT THE ACCURACY OF THE SOURCE MATERIAL.
7. HAND DIG ONLY AT ALL LOCATIONS WHERE APPARATUS IS LIKELY/PRE-LOCATED.
8. ALL ON-STREET EQUIPMENT IS TO BE BLACK.
9. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE CABLE SCHEDULE. EACH CABLE SHALL HAVE A MINIMUM OF 25% OR 4 SPARE CORES AVAILABLE, WHICHEVER IS GREATER.
10. THE CONTROLLER SHALL BE FITTED WITH A METROM4 MONITORING UNIT WHICH SHALL MONITOR LAMP FAULTS, DETECTOR FAULTS AND LAMPS OFF. THE UNIT IS TO BE POWERED FROM THE CONTROLLERS 200V RESS SUPPLY AND MUST COME WITH A LAST GASP BATTERY TO ALLOW POWER FAILING FAULTS TO BE REPORTED. THE SIM CARD SHALL BE PROVIDED WITH THE UNIT.

- RESIDUAL DESIGN HAZARDS**
- Indicates a Residual Risk as a warning
- Hazard No.s
1. Live traffic
 2. Pedestrian movements
 3. Underground HV services
 4. Underground water main
 5. Underground MP gas main
 6. Underground BT apparatus

AT ALL LOCATIONS OF TRAFFIC SIGNAL EQUIPMENT INSTALLATION

POI	14/01/2024	MB	HSN BS06	JU	BS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRIVING STATUS: S2 - FOR INFORMATION

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CLIENT:

PROJECT: S7135 STADIUM CROSSING OTELEY RD, SHREWSBURY NEW TOUCAN

TITLE: GENERAL ARRANGEMENT

SCALE @:	DESIGNED	APPROVED
As shown	JU	BS
PROJECT NO:	70110139	DATE: Jun 2024
PROJECT NO:	70110139-001-WSP-HSN-SC-DR-CH-1200-1201	REV: P01

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TOUCAN CROSSING TRAFFIC SIGNAL TIMINGS

TOUCAN TIMINGS		
LOCATION: OTELEY ROAD, SHREWSBURY		TYPE: TOUCAN CONTROLLER
WIDTH OF CROSSING: 4.4m and 3.8m		
PERIOD	SIGNALS SHOWN	TIMINGS (SECS)
1	GREEN TO VEHICLES / RED MAN TO PEDESTRIANS	7-20
2	AMBER TO VEHICLES / RED MAN TO PEDESTRIANS	3
3	RED TO VEHICLES / RED MAN TO PEDESTRIANS	3
4	RED TO VEHICLES / GREEN MAN TO PEDESTRIANS	7
5	RED TO VEHICLES / FIXED ALL RED	3
6	RED TO VEHICLES / VARIABLE ALL RED	5
7	RED & AMBER TO VEHICLES / RED MAN TO PEDESTRIANS	2

SPECIAL CONDITIONING - WHEN A CROSSING GOES TO PEDESTRIAN GREEN AND THE DEMAND IS MADE VIA PBU 1,4,5 OR 8 THE ADJACENT CROSSING IS TO BE FORCED TO PEDESTRIAN GREEN AFTER 12 SECONDS.