



- TRAFFIC SIGNALS KEY:**
- PROPOSED P1C-1 LITE CONTROLLER WITH BASE AND PLINTH
 - PROPOSED FEEDER PILLAR WITH DPH
 - PROPOSED 4m CRANKED PASSIVELY SAFE TRAFFIC SIGNAL POLE WITH LOW LEVEL TERMINATIONS
 - POLE REFERENCE NUMBER
 - PROPOSED RAG SIGNAL HEAD AND PRIMARY HOODS
 - PROPOSED ON CROSSING DETECTOR
 - PROPOSED SOLAR CELL
 - PROPOSED COMBINED PUFFIN AND PNB UNIT INCLUDING ROTATING TACTILE CONE AND SMARTCROSS UNIT
 - PROPOSED PEDESTRIAN DEMAND UNIT INCLUDING AUDIBLE UNIT AND SMARTCROSS UNIT
 - PROPOSED 100 X 100 ALUMINIUM ALLOY STUDS WITH TEXTURED TOP
 - PROPOSED MICROWAVE VEHICLE DETECTOR
 - PROPOSED WIRELESS MAGNETOMETER
 - PROPOSED WIRELESS REPEATER UNIT
 - PROPOSED WIRELESS ACCESS POINT
 - PROPOSED DUCTING (1-WAY UNLESS STATED OTHERWISE)
 - PROPOSED 50mm BLACK DUCTING
 - PROPOSED 450mm X 450mm CHAMBER
 - PROPOSED BULL NOSE KERBS WITH 6mm UPSTANDS
 - PROPOSED HALF BATTER DROPPER KERBS
 - PROPOSED POLE RETENTION SOCKETS
 - PROPOSED FOOTWAY TO BE RESURFACED/REGULATED WITH 150MM OF TYPE-1 SUB-BASE, A20 DENSE BAN 100/150 PEN AND 20MM OF A20 DENSE SURF 100/150 PFA TO MATCH CURRENT FOOTWAY LEVELS
 - PROPOSED GREY HIGH FRACTION SURFACING 50m IN ADVANCE OF STOP LINE
 - PROPOSED 400mm x 400mm RED TACTILE PAVING
 - PROPOSED CONTROLLED AREA WARNINGS TO DIAG 1001.3 OF THE TSR020216 AND 200mm WIDE STOP LINE TO DIAG 1001 OF THE TSR020216
 - PROPOSED 100mm WIDE WARNING LINES TO DIAG 1004 OF THE TSR020216 WITH 4m MARK, 2m GAP

RESIDUAL DESIGN HAZARDS

INDICATES A RESIDUAL RISK AS A WARNING

HAZARD NUMBERS

1. LIVE TRAFFIC
2. PEDESTRIAN MOVEMENTS
3. UNDERGROUND HV SERVICES
4. UNDERGROUND SEWER
5. UNDERGROUND MP GAS MAIN
6. UNDERGROUND BT APPARATUS
7. UNDERGROUND HP GAS MAIN

AT ALL LOCATIONS OF TRAFFIC SIGNAL EQUIPMENT INSTALLATION

DO NOT SCALE

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- TRAFFIC SIGNALS NOTES:**
1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT WORKS INFORMATION.
 2. DRAWING TO BE PRINTED IN COLOUR.
 3. ANY DISCREPANCIES SHOULD BE REPORTED TO THE DESIGNER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORKS.
 4. ALL WORKS ARE TO BE IN ACCORDANCE WITH SHROPSHIRE COUNCIL'S SPECIFICATION AND STANDARD DETAILS.
 5. THE UTILITIES INFORMATION ON THIS DRAWING IS BASED ON INFORMATION AND/OR DATA PROVIDED BY THIRD PARTIES INCLUDING STATUTORY UTILITY COMPANIES' AND AS SUCH IS CONTINGENT UPON THE ACCURACY AND COMPLETENESS OF THAT INFORMATION AND/OR DATA. WSP UK LIMITED SHALL NOT BE LIABLE IN RELATION TO ANY INACCURACY PRESENTED WITHIN THIS DRAWING AND/OR IN RELATION TO ANY DISCREPANCY OR AMBIGUITY WITH ANY OTHER PROJECT DOCUMENTS SHOULD ANY DATA AND/OR INFORMATION UPON WHICH RELIANCE HAS BEEN BASED BE INCORRECT OR OUT OF DATE OR HAVE BEEN CONCEALED, WITHHELD, OR BE INCOMPLETE, MISREPRESENTED OR OTHERWISE NOT FULLY DISCLOSED TO WSP UK LIMITED. STATUTORY UTILITY COMPANIES INCLUDE BUT ARE NOT LIMITED TO THOSE COMPANIES RESPONSIBLE FOR ELECTRIC, GAS, TELECOMMUNICATIONS AND WATER SUPPLIES.
 6. THE CONTRACTOR IS TO ESTABLISH ALL UTILITY LOCATIONS AND COORDINATE SAFE WORKING PROCEDURES BEFORE ANY EXCAVATION WORKS TAKE PLACE.
 7. THE CONTRACTOR IS TO CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE SITE SUPERVISOR.
 8. TANKS PRESENT THROUGHOUT THE SITE (NO CORES HAVE BEEN TAKEN) AND THE CONTRACTOR IS TO TREAT ALL HAZARDOUS TANK BOUND MATERIAL AND ARRANGE FOR DISPOSAL TO AN APPROPRIATE HAZARDOUS WASTE FACILITY.
 9. THIS IS TO BE AN EXTRA LOW VOLTAGE INSTALLATION.
 10. 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.
 11. 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.
 12. LOW ACCESS DOORS SHALL BE SITED ON THE OPPOSITE SIDE OF THE POLE TO ONCOMING TRAFFIC.
 13. ALL SIGNAL POLES AND CABINET DOORS SHALL BE EARTHED USING EARTH STRAPS.
 14. ALL ON-STREET EQUIPMENT IS TO BE BLACK.
 15. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE CABLE SCHEDULE. EACH CABLE SHALL HAVE A MINIMUM OF 2% OR 4 SPARE CORES AVAILABLE, WHICHEVER IS GREATER.
 16. THE CONTROLLER SHALL BE FITTED WITH A METROMONITORING UNIT WHICH SHALL MONITOR LAMP FAILURES, DETECTOR FAILURES AND LAMP SLOTTING. THE UNIT IS TO BE POWERED FROM THE CONTROLLERS 230V REGS SUPPLY AND MUST COME WITH A LAST GASP BATTERY TO ALLOW POWER FAILURE FAILS TO BE REPORTED. THE SIM CARD SHALL BE PROVIDED WITH THE UNIT.
 17. IT IS ASSUMED THAT SERVICES WILL NOT IMPED THE POLE 1 AND 2 POLE RETENTION SOCKET LOCATIONS - TROUBLEHOLES TO BE CARRIED OUT PRIOR TO CONSTRUCTION TO CONFIRM.

PO1	06/11/2024	MB	FIRST ISSUE	JU	BS
REV	DATE	BY	DESCRIPTION	CHK	APP

OWNERS STATUS: **S3 - FOR REVIEW**



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PROJECT: **S1098 SCOTLAND STREET CROSSING NR OAKMERE RIDGE, ELLESMERE**

NEW PUFFIN

TITLE: **GENERAL ARRANGEMENT**

SCALE 01:	CHECKED:	APPROVED:
AS SHOWN	JU	BS
PROJECT NO:	DATE:	DATE:
UK302193	MB	MB
DATE 01/11/2024		NOV 2024
OWNER NO:		REV:
UK302193-WSP-HSN-SS-DR-CH-1200-1201		P01

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POLE, SOCKET TYPE & SETTING OUT DETAILS

POLE NUMBER	POLE TYPE	DISTANCE - POLE FACE TO TACTILES	DISTANCE - POLE FACE TO KERB FACE	NAL SOCKET TYPE
1	4m CRANKED	500	600	RS115 DF
2	4m CRANKED	500	600	RS115 DF
3	4m CRANKED	500	600	RS115 DF
4	4m CRANKED	500	600	RS115 DF

PUFFIN TIMINGS

LOCATION: SCOTLAND STREET, ELLESMERE
WIDTH OF CROSSING: 7.4m

PERIOD	SIGNALS SHOWN		TIMINGS (SECS)
	TO VEHICLES	TO PEDS	
1	GREEN	RED	7-20
2	AMBER	RED	3
3	RED	RED	3
4	RED	GREEN	5
5	RED	FIXED ALL RED	3
6	RED	VARIABLE ALL RED	7
7	RED & AMBER	RED	2