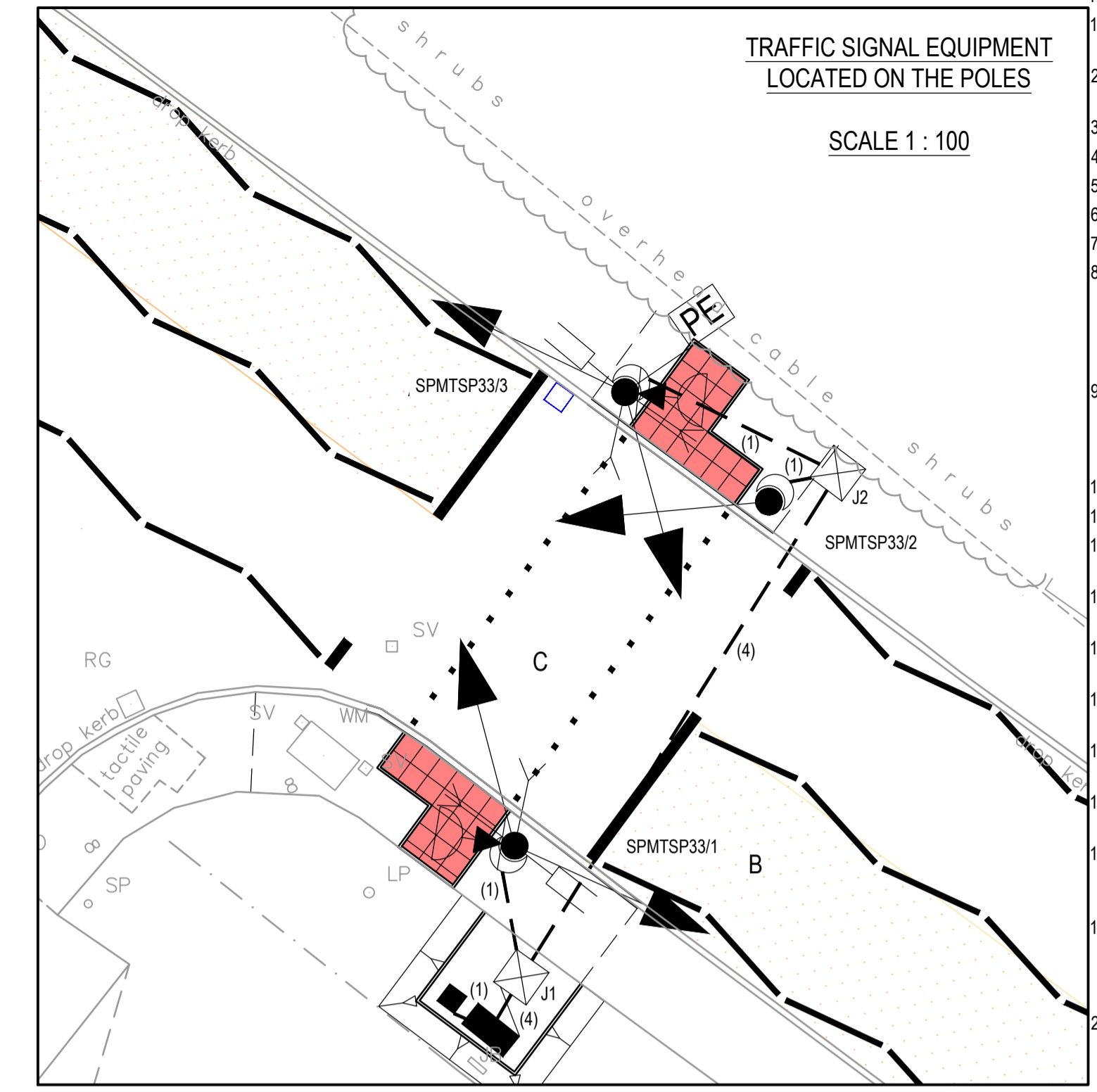


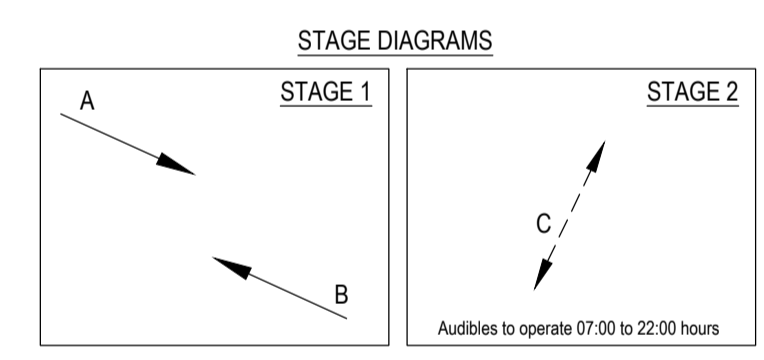
**SIGNAL POLE SETTING OUT (DISTANCES TO CENTRE OF POLE)**

POLE	DISTANCE FROM		
	EDGE OF KERB	STOP LINE	EDGE OF TACTILE PAVING
SPMTSP331	550mm	1300mm	400mm
SPMTSP332	550mm	1300mm	400mm
SPMTSP333	550mm	1300mm	400mm



**SCHEDULE OF PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATED ON THE POLES**

POLE	EQUIPMENT
SPMTSP331	4 METRE ALUMINIUM POLE WITH LOW LEVEL ACCESS COLOURED GREY SIDE MOUNTED 2 No. ELV LED RED/AMBER/GREEN VEHICULAR SIGNAL HEADS WITH PRIMARY VISORS ABOVE GROUND VEHICLE DETECTOR (AGD 306 OR SIMILAR APPROVED) ELV LED COMBINED PUFFIN UNIT (RED/GREEN MAN) WITH PUSH BUTTON, TACTILE CONE AND AUDIBLES KERB SIDE DETECTOR (TRAFFIONE 195 OR SIMILAR APPROVED) ON CROSSING DETECTOR (AGD 326 OR SIMILAR APPROVED)
SPMTSP332	4 METRE ALUMINIUM POLE WITH LOW LEVEL ACCESS COLOURED GREY SIDE MOUNTED 2 No. ELV LED RED/AMBER/GREEN VEHICULAR SIGNAL HEADS WITH PRIMARY VISORS
SPMTSP333	4 METRE ALUMINIUM POLE WITH LOW LEVEL ACCESS COLOURED GREY SIDE MOUNTED 2 No. ELV LED RED/AMBER/GREEN VEHICULAR SIGNAL HEADS WITH PRIMARY VISORS ABOVE GROUND VEHICLE DETECTOR (AGD 306 OR SIMILAR APPROVED) ELV LED COMBINED PUFFIN UNIT (RED/GREEN MAN) WITH PUSH BUTTON, TACTILE CONE AND AUDIBLES KERB SIDE DETECTOR (TRAFFIONE 195 OR SIMILAR APPROVED) ON CROSSING DETECTOR (AGD 326 OR SIMILAR APPROVED) PHOT-ELECTRIC CELL



**CROSSING TIMINGS**

Period	Signals Shown		DURATION (SECONDS)
	Vehicle	Pedestrian	
1	Green	Red	7 seconds min 30 seconds max
2	Amber	Red	3
3	Red	Red	1 for gap change 2 for forced
4	Red	Green	5
5	Red	Red	3
6	Red	Red	9
7	Red	Red	0
8	Red	Red	0
9	Red/Amber	Red	2

On crossing extension to be 0.6 seconds  
kerb side hold time to be 2 seconds  
If kerb side detection fails push buttons to latch

**GENERAL LAYOUT**  
SCALE 1 : 100

**SETTING OUT DETAILS**  
SCALE 1 : 100

**TRAFFIC SIGNAL EQUIPMENT LOCATED ON THE POLES**  
SCALE 1 : 100

- NOTES**
- This drawing to be read in conjunction with all other relevant drawings. any discrepancies, errors or omissions to be brought to the attention of Capita.
  - All dimensions are in millimetres and are to be checked before commencement of works on site.
  - Monmouthshire County Council's site reference is MTSP33.
  - The proposed installation is to be extra low voltage (ELV) and LED.
  - The controller is to be a Siemens ELV LED controller (or similar approved).
  - All equipment supplied must be new and unused.
  - All equipment is to be installed as per the manufacturer's recommendations.
  - A separate dedicated power supply is to be provided to the controller. The haldo pillar for the power supply located adjacent to the controller is to be Ritherdon RH300 manufactured from 2mm thick stainless steel powder coated grey with tri cam key lock complete with lockable isolator LS1/02 32A to BS88 part 2 and a 6mm x 3 core PVC/SWA/PVC to BS 6346 cable.
  - The Contractor will be responsible for liaising with the local electricity company in order to determine where the connection from the electricity to the traffic signals is to be taken from. This will include raising any orders, installation of any ducting, cabling and electrical isolation equipment.
  - The electrical supply for the traffic signals is to be unmetered.
  - No communication / out-station equipment is required to be installed.
  - All signal poles, controller cabinet and the electricity feeder pillar are to be grey in colour. All cabinets to have an anti graffiti coating applied.
  - All signal poles are to be aluminium with cables terminated at the bottom of the pole via a low level access door and vented pole cap.
  - All signal poles are to be installed within a NAL Ltd RS115 retention socket with duckfoot swivel bend.
  - There is to be a minimum of 2400mm vertical clearance between the bottom of the vehicular signal head and the footway/cycleway.
  - There is to be a minimum clearance of 450mm between any signal equipment located on the signal pole and the edge of carriageway.
  - The exact locations of the signal poles are to be agreed with the works supervisor on site prior to installation.
  - The controller is to be sited on a NAL Ltd cabinet base. It is the responsibility of the contractor to ensure the correct cabinet base is specified for the supplied traffic signal controller.
  - The feeder pillar for the power supply is to have a lockable isolator is 1/02 32A to BS88 Part 2 and a 16mm 3 core PVC/SWA/PVC cable to BS 6346 laid to the controller. The power supply is to be direct fed unmetered 240V PME and the power cable is to be laid in a separate duct to the traffic signal cables.
  - All traffic signal ducting is to be orange in colour, high density polyethylene solid wall 100mm internal diameter, smooth bore and marked 'Traffic Signals' at 1 metre intervals. Draw ropes shall be provided in the duct runs for the use of pulling cables. The ducting shall have a smooth outer face and be no less than 4.75mm thick. Corrugated ducting will not be accepted. Cut ducts will not be accepted except at duct chambers.
  - Depth to top of ducts to be a minimum of 450mm in footway or verge and a minimum of 750mm in carriageway.
  - Ducting and reinstatement to be as details SEWFSD/0504.02 and SEWFSD/0504.03 from South East & Mid Wales Framework.
  - Footway access chambers are to be Nal Ltd Stakkabox Modula Twin Walled (or equivalent) with extra deep frames and C250 ductile iron cover, the cover is to be marked 'traffic signals' and installed as per the manufacturer's recommendations.
  - Footway access chambers J1 and J2 to be 600mm x 600mm (depth of chambers to suit number of ducts).
  - Push button units are to be angled 25 to 30 degrees to the kerb.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

- Presence of 11kv WPD Cable in southern footway

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

POI	ML	LM	DW	First Issue	23/02/2021
Rev	Drawn	Chk'd	App'd	Description	Date

Purpose of Issue  
**A - Suitable for Construction**

Classification  
**Confidential**

Client  
**Monmouthshire County Council**

Project  
**B4245 Main Road, Magor Pedestrian Crossing**

Drawing  
**Puffin Crossing Layout (MTSP33)**

Scale @ A1	Drawn	Checked	Approved
1:100	ML	LM	DW

Project No.	Date
CS/100620	08-JAN-2021

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	revision
MPC-CAP-01-XX-DR-C-0105	P01

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