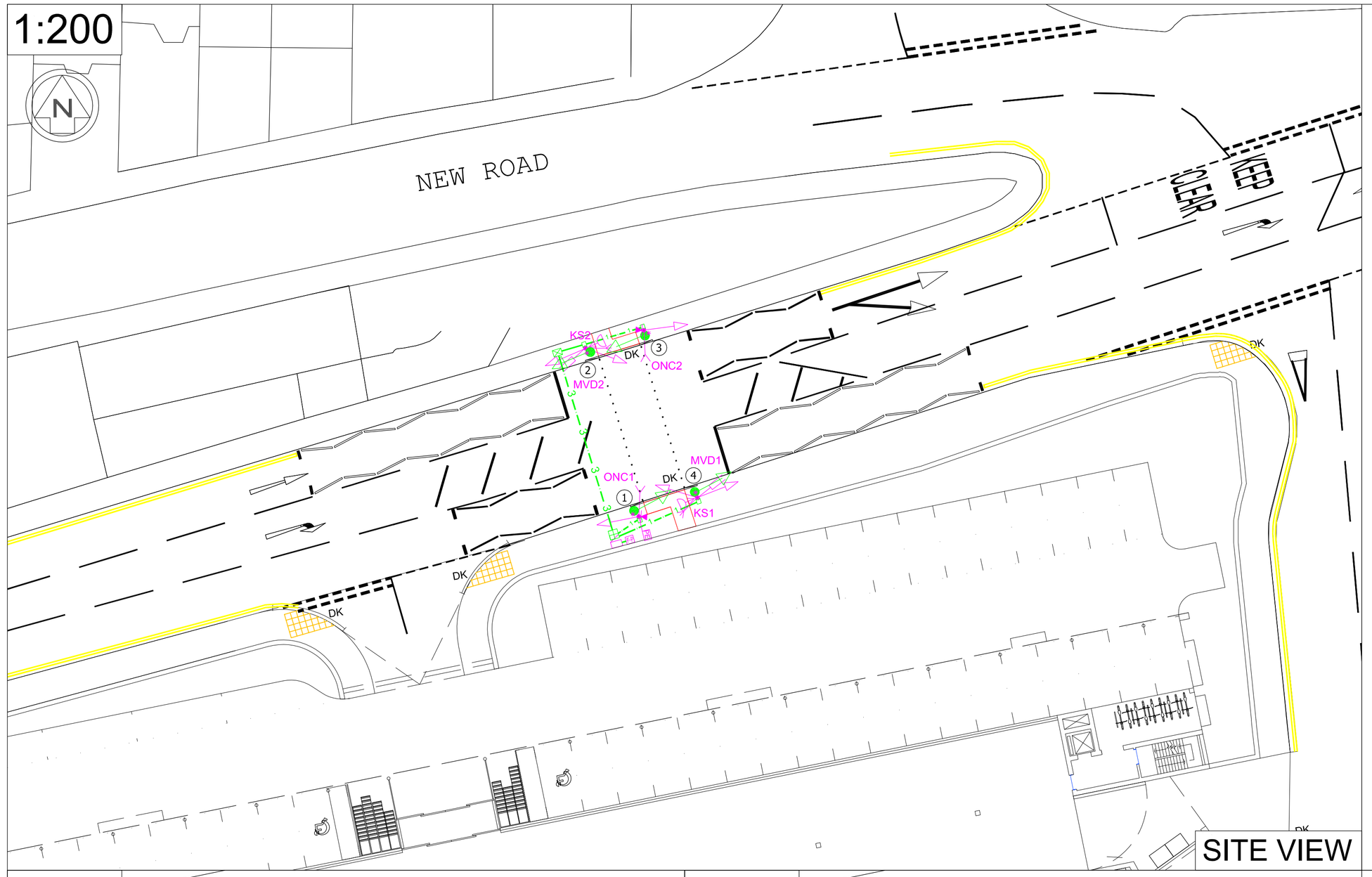
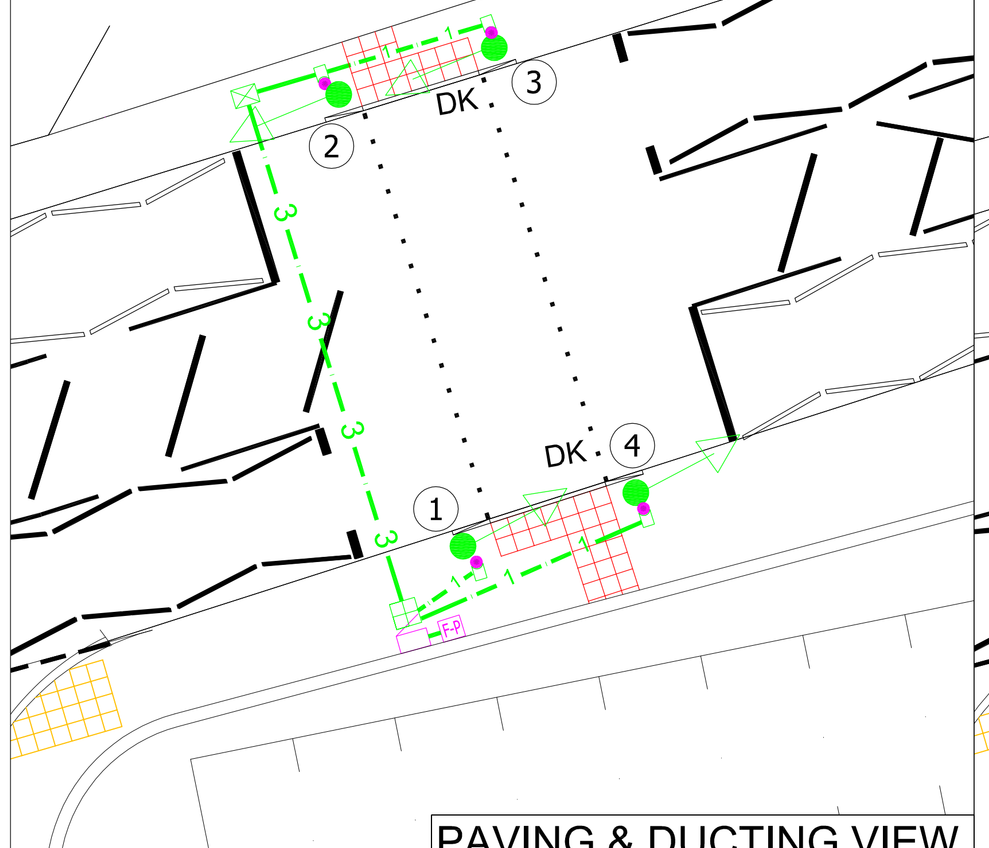
1:200



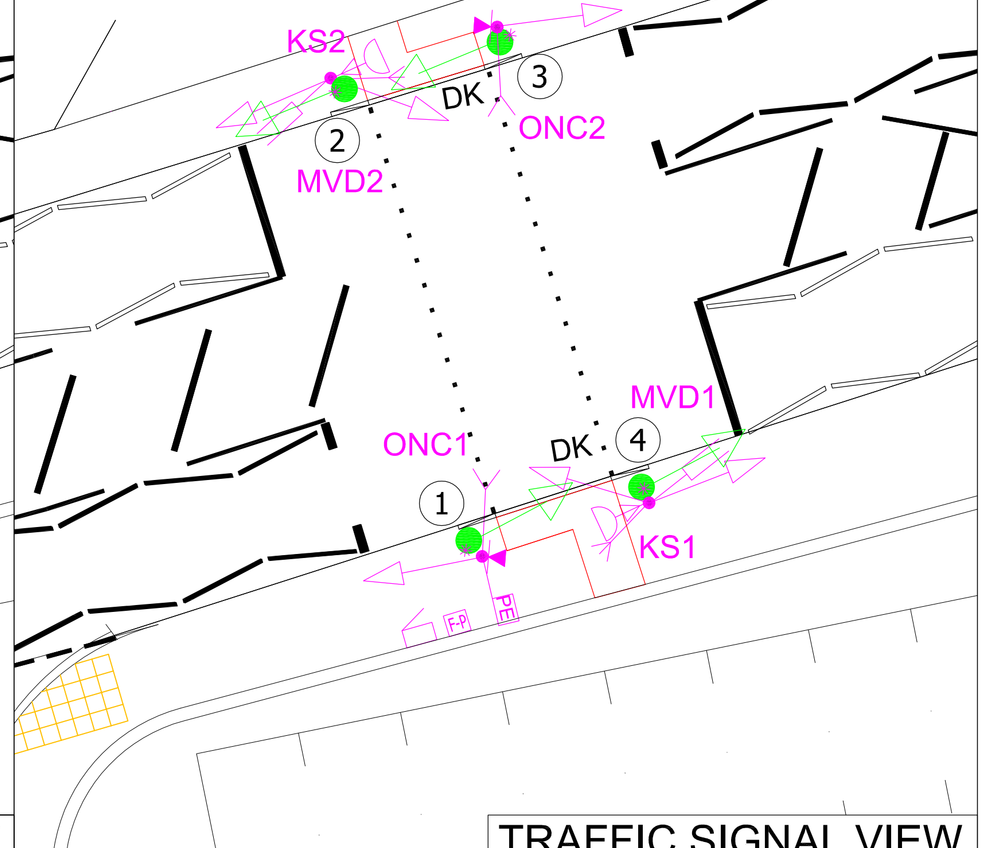
SITE VIEW

1:100



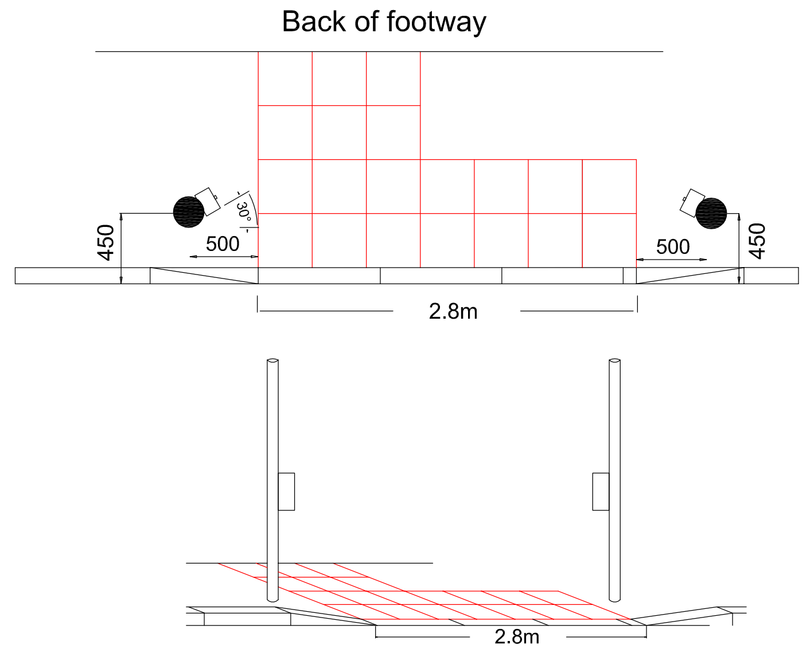
PAVING & DUCTING VIEW

1:100



TRAFFIC SIGNAL VIEW

PEDESTRIAN CROSSING DETAIL



Notes
1.) Pedestrian crossing points to be 2.8m in width
2.) Tactile paving slabs are to be 400x400mm
3.) Low level access poles should be installed 500mm from edge of tactiles to pole centre, and 450mm from pole centre to kerb face
4.) Kerb upstand on dropped section should be no more than 6mm
5.) Nearside pedestrian indicator/PBU should be aligned 20–30° from the kerb face
6.) Distance from ground to centre of push button should be between 1.0–1.1m

PUFFIN CROSSING TIMINGS

Period	Traffic/Pedestrian Signal	Time
1	Green / Red	7 - 30
2	Amber / Red	3
3	Red / Red	1 gap, 1 force
4	Red / Green	5
5	Red / Blackout	3
6	Red / Blackout	9
7	Not used	-
8	Not used	-
9	Red+Amber / Red	2

This drawing is to be read in conjunction with the latest revision of drawing No;

- WN104-200E General Arrangement
- WN104-201D Site Clearance
- WN104-202D Pavement Layout
- WN104-203D White Lining & Signage
- WN104-204E Level Plan
- WN104-205D Pavement Details
- WN104-206A New Channel Long Section
- WN104-207C Drainage Plan
- SSE195194-LD-001A Street Lighting Layout

NOTES:

1.) New ELV Puffin crossing to be installed

2.) GSM OMU compatible with West Sussex CC remote monitoring system is to be supplied, installed and commissioned by the signal company (including instation configuration).

3.) Poles are to be installed 450mm from the kerb face to the centre of the pole

4.) Push buttons and nearside indicators are to be installed at 30° from the kerb line. Tactile devices are to be installed in the indicator units. Audibles to be operational by timetable between 0700-2200 hrs.

5.) Traffic signal equipment & street furniture should have a minimum clearance of 450mm to the kerb face.

6.) All street furniture including the controller cabinet are to be grey in colour.

7.) Crossing will operate under VA control using above ground vehicle detection.

8.) Controller & feeder pillar are to be set within a concrete hard-standing area to provide ease of access for engineers, 1.5m x 1.5m should be sufficient

9.) NAL RS115 600mm pole retention sockets are to be used and should be installed to the manufacturer's guidelines. Pole 2 shall have a T-bar socket, all others shall be ducks foot type

10.) NAL STAKKA twin walled chambers should be used.

11.) The road surface from the crossing studs to a point 50m back FSL should be planed off and replaced with new high friction surfacing material with a PSV >67

12.) This drawing should be read in conjunction with the appropriate Appendix 12/5 document

13.) All equipment, ducting and street furniture should be installed to West Sussex CC current standards.

KEY TO SYMBOLS

- RAG LED SIGNAL HEAD WITH PRIMARY HOODS
- COMBINED NEARSIDE PEDESTRIAN INDICATOR & PUSH BUTTON UNIT WITH AUDIBLE
- 4M LOW LEVEL ACCESS POLE WITH NAL RETENTION SOCKET
- PHOTO ELECTRIC CELL
- ON-CROSSING DETECTOR
- KERBSIDE DETECTOR
- ROTATING TACTILE DEVICE
- MICROWAVE VEHICLE DETECTOR
- FEEDER PILLAR
- CONTROLLER CABINET
- 400X400MM TACTILE PAVING
- 600X450MM INSPECTION CHAMBER
- 600X600MM CONTROLLER CHAMBER
- 100MM ID DUCT, QUANTITY AS SHOWN

AMENDMENT		SIGNED/DATE	REV.
Draft design for initial WSCC comment	AVG	27.05.14	A
Revised after design review dated 22.08.17	AVG	18.09.17	B
Revised after design review dated 15.12.17	ASC	15.12.17	C
Revised after design review received 25.05.18	ASC	05.06.18	D

CLIENT: Armstrong Stokes & Clayton Ltd

TITLE: Proposed Puffin Crossing
Brighton Road, Shoreham-on-Sea
West Sussex

DRAWING NUMBER	REVISION	SCALE
AT14005-01-01	D	As shown

PREPARED BY:	AVG	DATE:	18–09–17
CHECKED BY:	RRD	SIZE :	A1
APPROVED BY:	AVG	Job Number:	

Advantage TSC & D Ltd
Groundfloor - Langton House,
Lindum Business Park,
North Hykeham,
Lincoln, LN6 3FE

enquiries@advantagetraffic.co.uk
www.advantagetraffic.co.uk