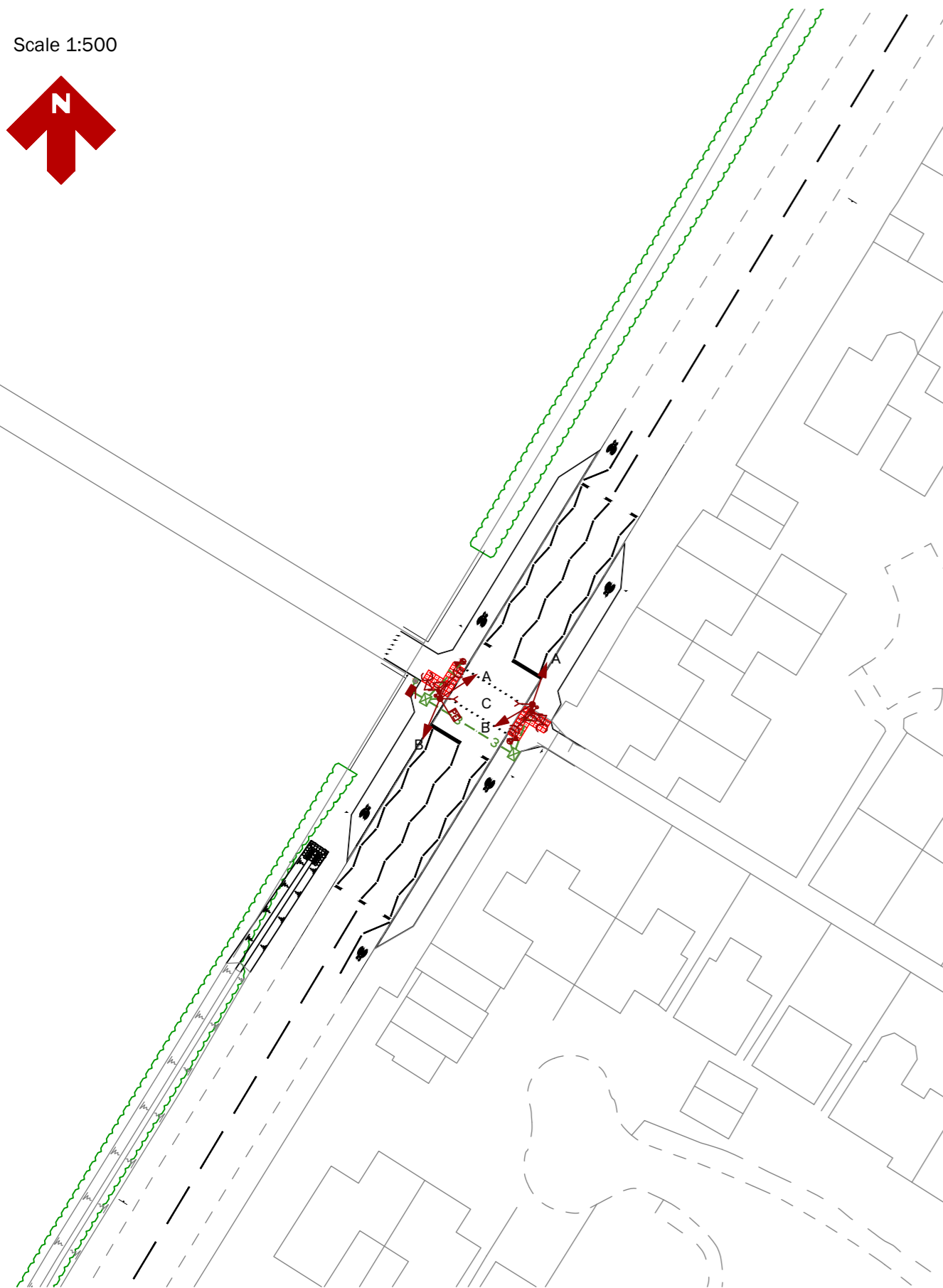


Scale 1:500



Detector Functions:

Detector Name	Input Name	Detector Type	Pole No.	MOVA Detector Number	Demand Phase	Extend Phase
AAGD1_P3	AIN1	AGD318 Dual Output	3	1		
	AX2			2	A	A (4)
BAGD1_P1	BIN3	AGD318 Dual Output	1	3		
	BX4			4	B	B (4)
CONC1_P1	CONC1	On Crossing	1			C (2)
CONC2_P3	CONC2	On Crossing	3			C (2)
CKSD1_P1	KSD1	Kerbside	1			
CKSD2_P3	KSD2	Kerbside	3			
CPB1	CPB1	Push Button	1		C	
CPB2	CPB2	Push Button	2		C	
CPB3	CPB3	Push Button	3		C	
CPB4	CPB4	Push Button	4		C	

Crossing Timings:

Period	Signal to Vehicle	Signal to pedestrians/Cyclists	Duration
1	Green	Red	15-30
2	Amber	Red	3
3	Red	Red	3
4	Red	Green	5
5	Red	Red	3
6	Red	Red	0-3
7	Red	Red	0
8	Red	Red	0
9	Red/Amber	Red	2

Key:

- 4m/2m straight pole in NAL RS115 pole socket
- RAG traffic signal head, fitted with primary hoods
- Toucan nearside signal head with push button unit
- AGD 318
- On Crossing Decetor
- KerbSide Detector
- Photo Cell detector
- Controller cabinet on NAL Root
- Electricity Feeder Pillar
- 600 x 450 Double Wall Chamber
- 100mm orange ducts, number as shown, marked "Traffic Signals"
- Red blister tactile paving
- AGD Detector zone
- 100mm square stainless steel road studs in silver, with textured surface

Unusual Hazards

Construction:

- Refer to statutory undertakers plans and conduct trials holes by hand prior to digging, as covers may be hidden / buried in the verge.
- Tree line and hedges to be cut back

Use:

- Road Speed limit is higher than normally suitable for pedestrian crossings. Actual road speeds are high but acceptable. Further measures to reduce traffic speeds are advisable.

Maintenance:

- Trees and hedges to be maintained, to protect visibility splay.

Decommissioning:

- None.

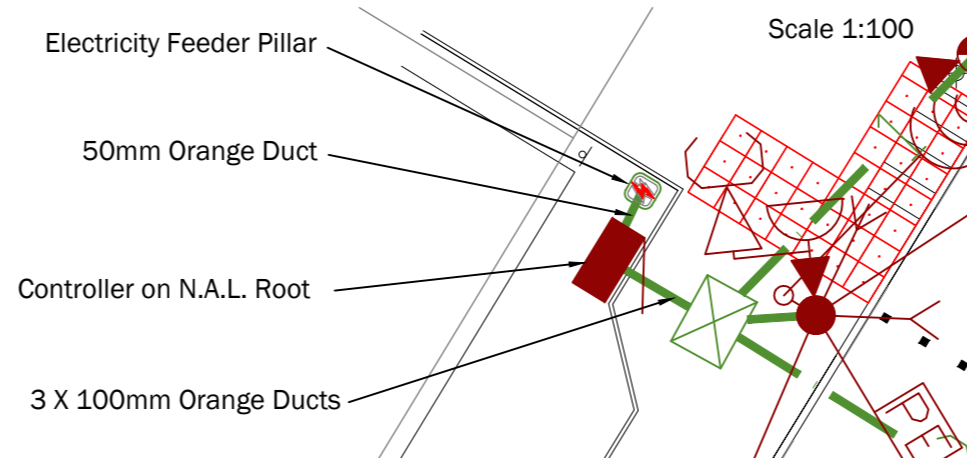
Design Notes

- Road speed is currently high (50mph Limit) but is likely to fall due to adjacent land development and installation of signals. MOVA is provided to mitigate road speeds. AGD318 above ground detectors are used to allow detector locations to be set based on measured speeds once signals are installed and on. It also provides simple means to adjust detector locations in the future if road speeds fall further.
- AGD318 detector distances to be initially set to 96m and 46m in both directions for IN and X detectors respectively.
- Traffic Phase minimums are set to 15s to ensure queued traffic reaches minimum detector speeds.
- All equipment is to be grey.
- Signal poles are to be passively safe to class 70:NE:NR:NR:MD:0 and of aluminium construction.
- 4m Signal poles are to have low level access doors and terminations, with vented pole caps.
- All push buttons are to be fitted with tactile rotating cones and push buttons on poles 1 and 3 are to be fitted with audibles.
- Trees and shrubs are to be cut back and maintained to achieve and keep sufficient visibility.
- Road surface is to be planed out and relaid with a suitable high friction wearing course material of 68+ PSV, unless the existing road surface can be shown to meet this value. High friction wearing course material shall start at least 60m from the stop line on the approach and extend through to at least the pedestrian studs on the leaving side. Wearing course shall be designed and comply with DMRB CD236.

Scale 1:200.



Scale 1:100



Chris Kennett Consulting Limited
Traffic Signal Engineering



Detailed Design

APPROVAL

PROJECT:

Phase 3 Access Road, Bicester

SCHEME:

Howes Lane Toucan Crossing, Bicester

LOCATION:

Howes Lane north of Middleton Stoney Road

DRAWN BY

Chris Kennett

23/04/23

CHECKED BY

Chris Kennett

23/04/23

DRAWING NUMBER:

23 - 0462 - 001

PAPER SIZE:

A2

REV:

0

info@chriskennett.consulting

0331 336 316