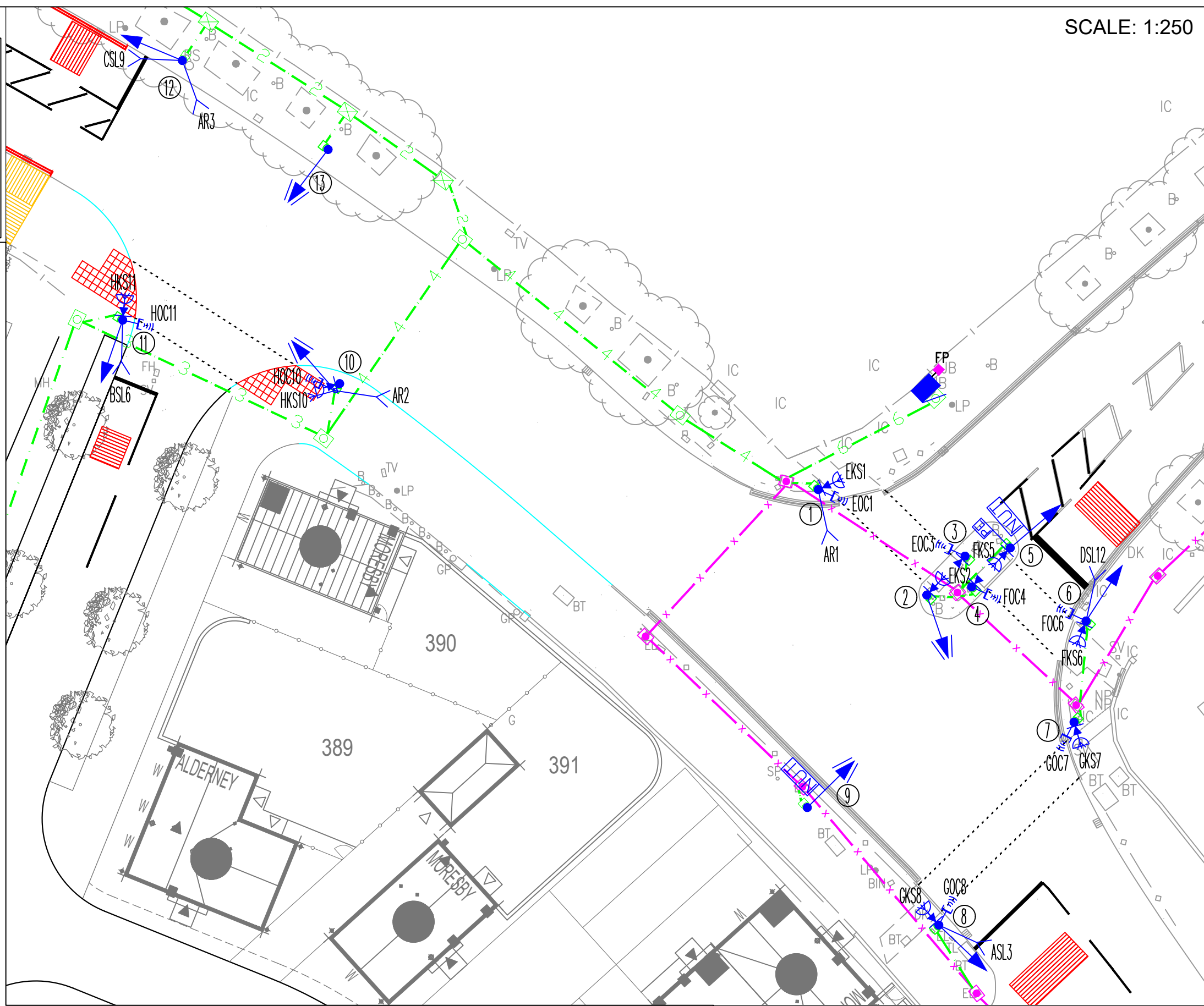
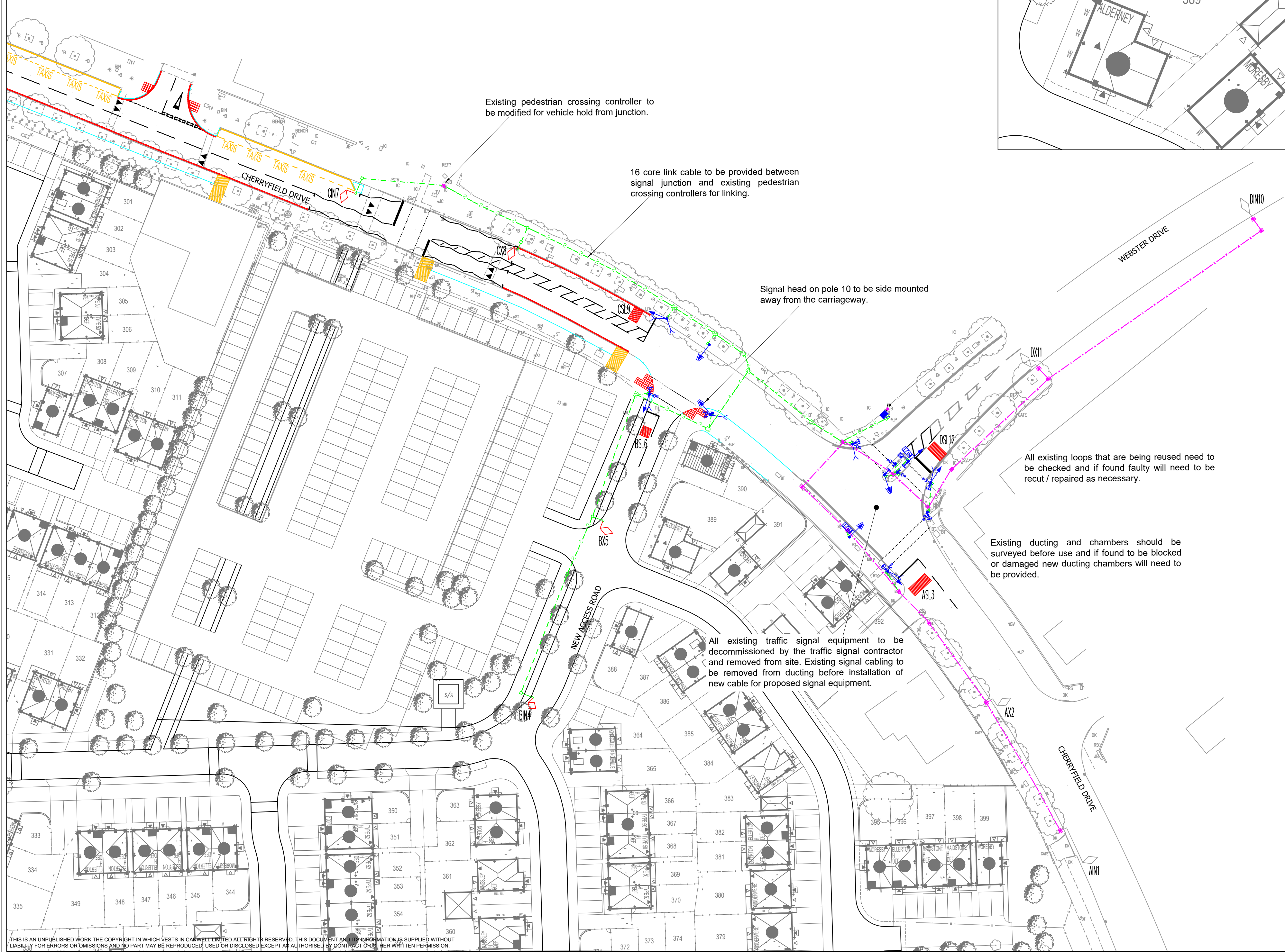
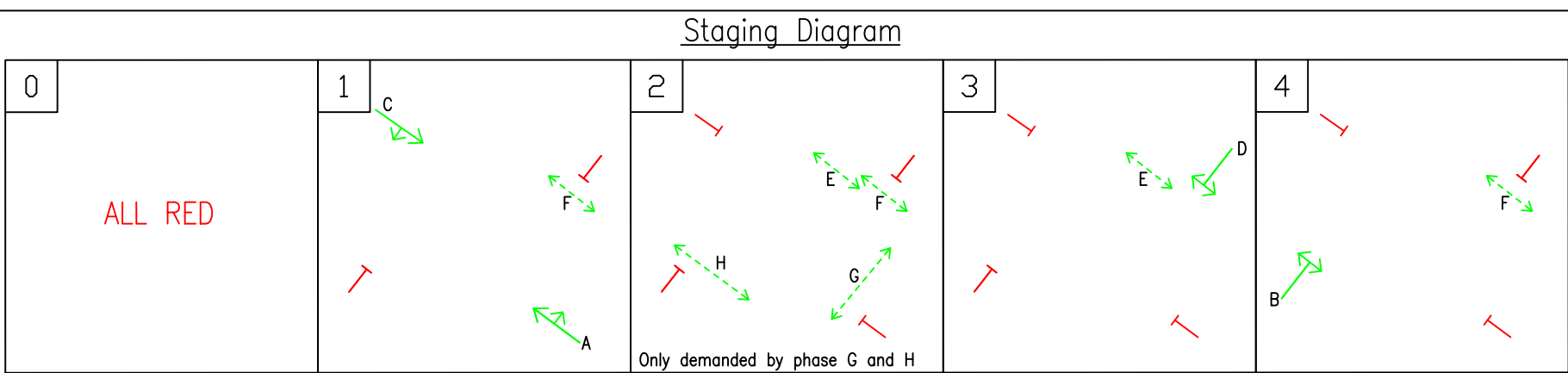


MOVA LOOP DIMENSIONS - CHERRYFIELD DRIVE / WEBSTER DRIVE, KIRKBY					
LOOP NAME	DISTANCE FROM STOP LINE (M)	DISTANCE FROM NEAR SIDE (M)	DISTANCE FROM OFF SIDE (M)	LOOP WIDTH (M)	NOTES
		A	B	C	
AIN1	72	N/A	N/A	N/A	Existing loop reused
AX2	35	N/A	N/A	N/A	Existing loop reused
ASL3	3	N/A	N/A	2.0	AGD650 positioned on pole 8
BIN4	65	0.4	0.8	1.8	Diamond
BX5	26	0.4	0.8	1.8	Diamond
BSL6	3	N/A	N/A	2.0	AGD650 positioned on pole 11
CIN7	68	0.4	0.8	1.8	Diamond
CX8	32	0.4	0.8	1.8	Diamond
CSL9	3	N/A	N/A	2.0	AGD650 positioned on pole 12
DIN10	86	N/A	N/A	N/A	Existing loop reused
DX11	39	N/A	N/A	N/A	Existing loop reused
DSL12	3	N/A	N/A	2.0	AGD650 positioned on pole 6

DISTANCE FROM STOP LINE



- SIGNALS CONTINUED**
- MOVA for one stream including MOVA 8 licence to be provided.
 - Traffic signal heads will be installed at minimum clearance of 2.4m from ground level to the bottom edge of the signal head.
 - NAL controller base to be installed, correct controller cabinet base will need to be ordered based on the controller type installed. Colour of base will match signal controller.
 - All new traffic signal ducting should be orange in colour, high density polyethylene ducting of 100mm diameter with 'TRAFFIC SIGNALS' marked on it every 1m. Draw ropes should be provided in the duct runs for the use of pulling cable, the maximum bend in ducting runs should not exceed 45 degree radius.
 - All access chambers in verges to have 150mm concrete surround to prevent the chamber being overgrown in grassed areas.

POLE SETTING OUT DETAILS - CHERRYFIELD DRIVE / WEBSTER DRIVE, KIRKBY					
POLE NUMBER	DISTANCE FROM STOP LINE (M)	DISTANCE FROM CARRIAGEWAY (M)	DISTANCE FROM TACTILE PAVING	POLE WIDTH (MM)	POLE TYPE
1, 2, 3, 4, 7, 11	N/A	0.7	0.5	114	4.0m STRAIGHT
5, 6	1.5	0.7	0.5	114	4.0m STRAIGHT
8	2.5	0.7	0.5	114	4.0m STRAIGHT
9	13.0	1.5	N/A	114	4.0m STRAIGHT
10	N/A	0.6	0.5	114	4.0m STRAIGHT
12	2.0	0.9	N/A	114	4.0m STRAIGHT
13	12.0	1.2	N/A	114	4.0m STRAIGHT

NOTE: all measurements are taken from the centre of the pole
Clearance of 450mm to all traffic signal equipment shall be maintained, signal heads shall be side mounted using standard signal head brackets to achieved correct clearance.

POLE RETENTION SOCKET FOUNDATION DIMENSIONS - CHERRYFIELD DRIVE / WEBSTER DRIVE, KIRKBY					
POLE NUMBER	RETENTION SOCKET SIZE	TYPE OF GROUND	RETENTION SOCKET DEPTH	FOUNDATION WIDTH (MM)	POLE TYPE
1 to 13	RS115	SOLID	600	850 x 850	STRAIGHT

NOTE: NAL sockets to be installed to manufacture guidelines.
• All NAL sockets installed in loose ground type shall be installed with 2 layers of A393 mesh as per manufacture installation guidelines.

DRAWING N°
C/2102100

ISSUE
1

KEY:-

- 4.0m steel straight pole with top cap terminations
- VEHICLE SIGNAL HEADS**
- RAG fitted with primary hoods
- RAG fitted with secondary hoods
- REGULATORY SIGNS**
- Internally illuminated
- No 'U' Turn
- PEDESTRIAN SIGNAL HEADS**
- Combined Puffin near sided indicator with push button indicator fitted tactile devices
- Nearside push button wait indicator fitted with tactile and audio devices
- ELV traffic signal controller fitted with NAL stool
- Ritherdon RH300 hinged door electricity supply pillar
- DETECTION**
- Existing MOVA detection
- Proposed MOVA detection
- Stop line / All Red detector zone (Virtual)
- AGD 650 stop line detector
- On crossing detector
- Photo cell
- DUCTING AND CHAMBERS**
- 1 No. Polyethylene 100mm orange duct
- X No. Polyethylene 100mm orange duct
- Pole and RS115 NAL retention socket installed as per foundation table
- NAL STAKKAbox 600mm x 600mm, Twin walled access chambers, composite covers to B125
- NAL STAKKAbox 600mm x 450mm, Twin walled access chambers, composite covers to B125
- NAL STAKKAbox 450mm x 450mm, Twin walled access chambers, composite covers to B125
- NAL carriageway loop chamber, ductile iron D400 to BS2789
- Existing duct chamber to be reused
- Existing ducting route to be reused, duct survey to be undertaken to prove ducting is useable

SIGNAL NOTES

- Carriageway marking to be laid in accordance with 'The Traffic Signs Regulations and General Directions 2016'.
- This drawing should be read in conjunction with Link Engineering S278 road markings drawings
- Siemens Stratos unit with cabinet mount aerial and approved router will be supplied and installed using 4G comms, plus configuration and tested both ways between the instation and outstation.
- Signal pole positions and orientation to be agreed on site by Knowsley Metropolitan Borough Council (KMBC) engineer or their representative.
- The controller and poles should be labeled as per KMBC requirements.
- Signal heads shall be angled to the satisfaction of the engineer on the day of commissioning.
- All traffic signal equipment will have at least 450mm clearance from carriageway edge.
- Tactile devices shall be mounted within all pedestrian demand units and shall protrude from the underside of the unit.
- Nearside pushbutton displays shall be installed so that they are angled at 30 degrees from to carriageway and not visible from the opposite waiting area, except those on central islands which shall be parallel to carriageway.
- Correct camera brackets shall be installed so no above ground detector is blocked by the signal head or its associated backing board.
- All traffic signal equipment will be grey in colour.
- All traffic signal equipment including signal controller will be of ELV type.

DO NOT SCALE

ISSUE	DESCRIPTION	DRN	CHK	DATE

CANWELL

CLIENT
LINK ENGINEERING

SCHEME TITLE
PROPOSED TRAFFIC SIGNAL JUNCTION MODIFICATION
CHERRYFIELD DRIVE / WEBSTER DRIVE
KIRKBY, KNOWSLEY

DATE: 22/08/25 DRN: JPS CHKD: LC SCALE: 1:500 @ A1
Canwell Ltd
Kirkby
Hill Street
Birmingham
B7 4BP
T: 0121 255 5725
E: enquiries@canwells.co.uk
STATUS: DETAIL DESIGN

DRAWING N°: C/2102100