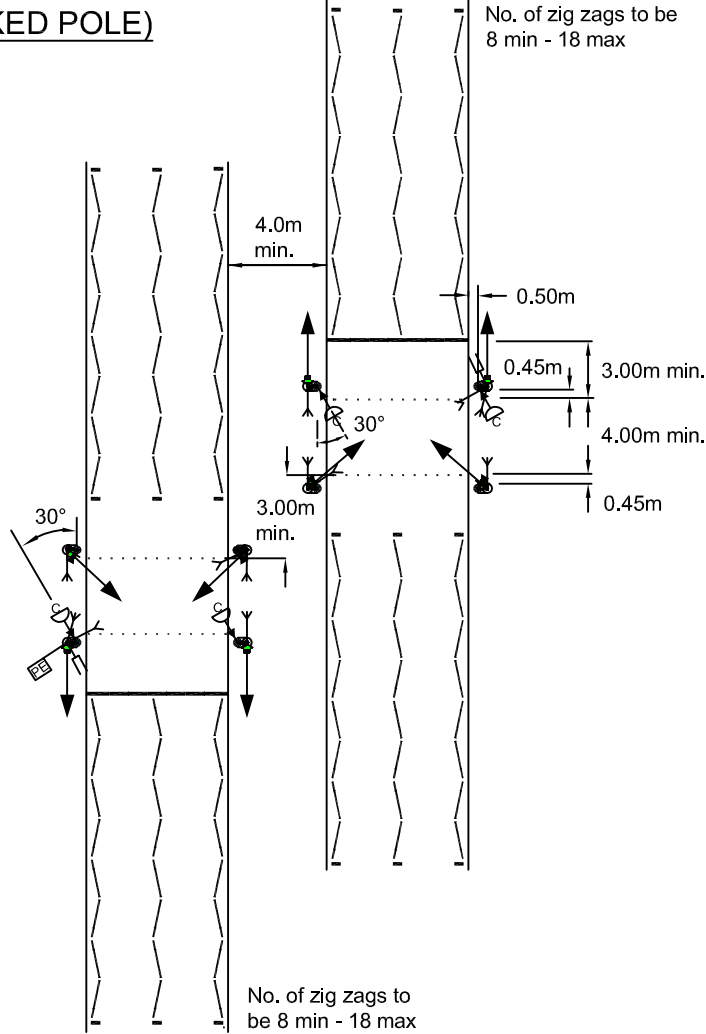


FILE PATH - X:\ACAD\dwg\Series 1200(Dwg)\HW-12.52 Rev1 Toucan Crossing Installation.dwg

DUAL CARRIAGEWAY (SWAN NECK CRANKED POLE)

NB: Additional on crossing detectors should be included at crossings, over 4.2m wide. There is no preference for a left / right stagger.



Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.

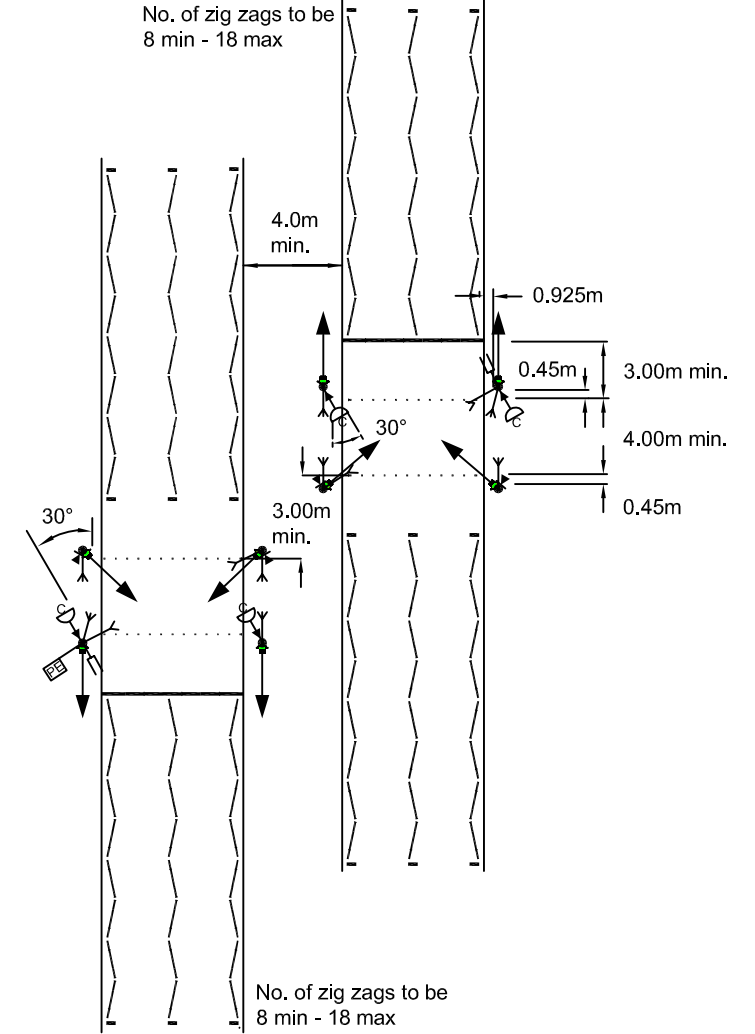
All demand units should have tactile indicators fitted.

MVD use is dependant on 85th percentile speed

No. of zig zags to be 8 min - 18 max

DUAL CARRIAGEWAY (STRAIGHT POLE)

NB: Additional on crossing detectors should be included at crossings, over 4.2m wide. There is no preference for a left / right stagger.



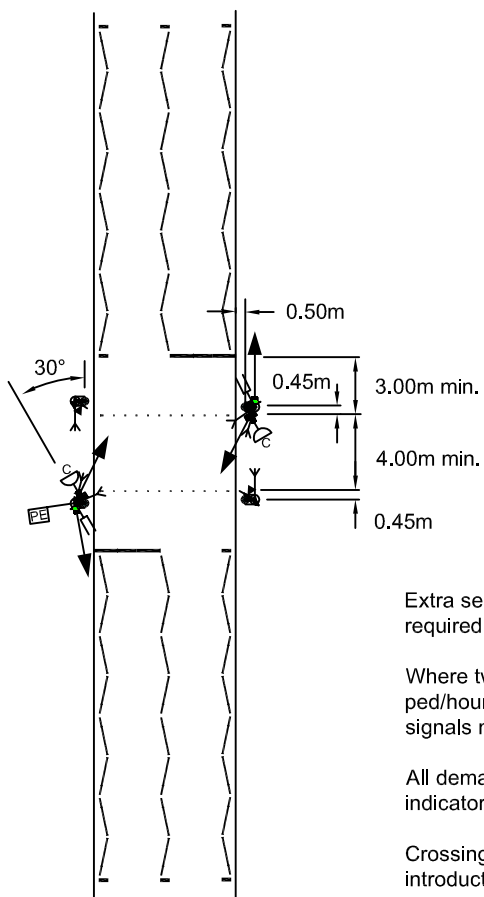
Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.

All demand units should have tactile indicators fitted.

MVD use is dependant on 85th percentile speed

No. of zig zags to be 8 min - 18 max

SINGLE CARRIAGEWAY (SWAN NECK CRANKED POLE)



Extra secondary heads may be introduced if required.

Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.

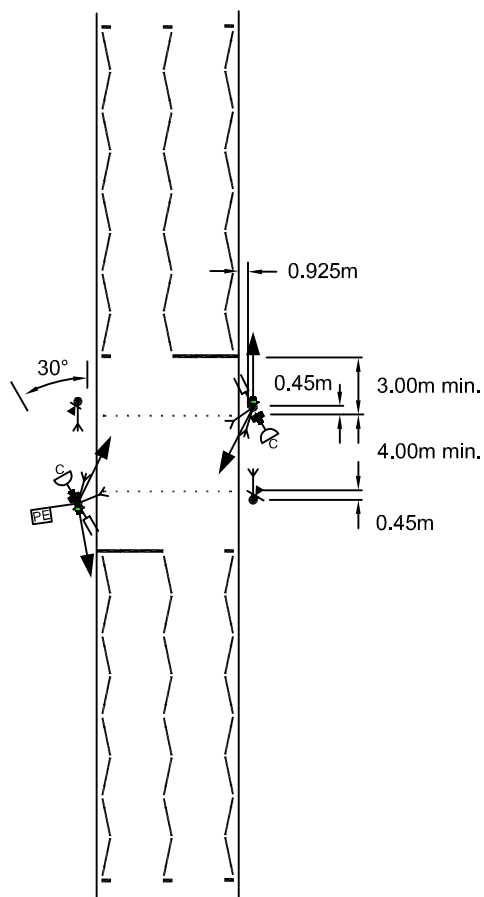
All demand units should have audible and tactile indicators fitted.

Crossings over 12m wide carriageway. The introduction of a splitter island should be considered.

MVD use is dependant on 85th percentile speed

No. of zig zags to be 8 min - 18 max

SINGLE CARRIAGEWAY (STRAIGHT POLE)



-Straight poles must be used unless otherwise agreed.

-Signal heads require 300mm extension brackets and fixing kits.

Extra secondary heads may be introduced if required.

Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.

All demand units should have audible and tactile indicators fitted.

Crossings over 12m wide carriageway. The introduction of a splitter island should be considered.

MVD use is dependant on 85th percentile speed

No. of zig zags to be 8 min - 18 max

Key :-

- Primary 3 aspect traffic signal
- Vehicle traffic approach detector
- Pedestrian on - crossing detector
- Pedestrian kerbside detector
- Pedestrian/cycle demand display unit
- Pedestrian/cycle display & High level display
- Photo cell - to be positioned by the Project Manager
- Demand unit
- Swan neck pole
- Straight pole

Notes :-

1. See also drawing HW/12.53 for pole and tactile paving setting out information.
2. Straight poles must be used unless otherwise agreed with the Project Manager.
3. Signal heads may require 300mm extension brackets and fixing kits where 925mm offset to straight poles is not possible.



		SCHEME	
		STANDARD DETAIL SHEETS	
		DRAWING	
		NEARSIDE TOUCAN CROSSING INSTALLATION	
This detail is controlled by Birmingham City Council. Email - Transport.Projects@Birmingham.gov.uk			

2015	I	DETAILS AMENDED	DH	TE
2014	H	DETAILS AMENDED	DH	PP
2013	G	DETAILS & FRAME AMENDED	DH	PP
2013	F	DETAILS & NOTES AMENDED	PB	BP
2007	E	NOTES AMENDED	-	BP
2005	D	DETAILS & TITLE CHANGED	-	JML
2003	C	DETAILS & NOTES AMENDED	-	AJC
2002	B	BORDER & TITLE AMENDED	-	AJC
2001	A	DETAILS & NOTES AMENDED	-	AJC
2000	-	ORIGINAL DRAWING CREATED	SRE	AJC
DATE	REV.	REVISIONS	DRN	PM
DRAWN	DESIGNER	PM	REVISION	
DH	TE	PP	I	
DRAWING STATUS				SCALE
GENERAL				NTS
DWG. No				
HW/12.52				

A3