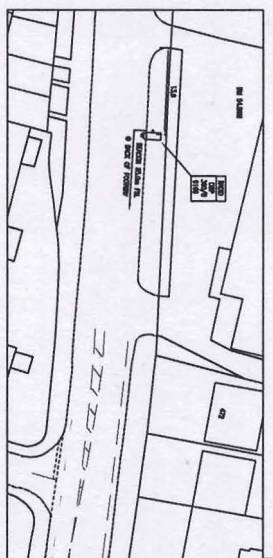
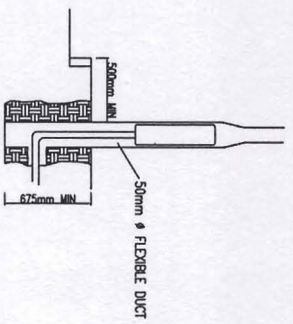


SCHEME PLAN
SCALE 1:200

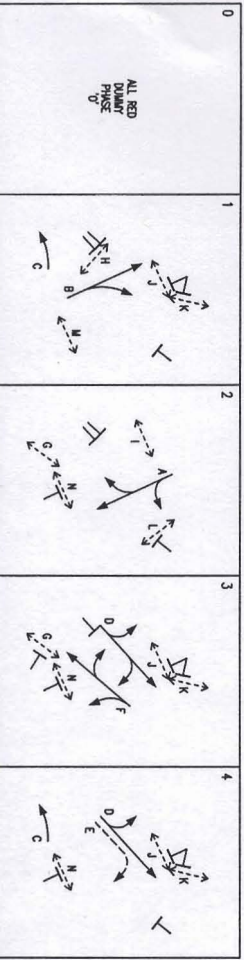
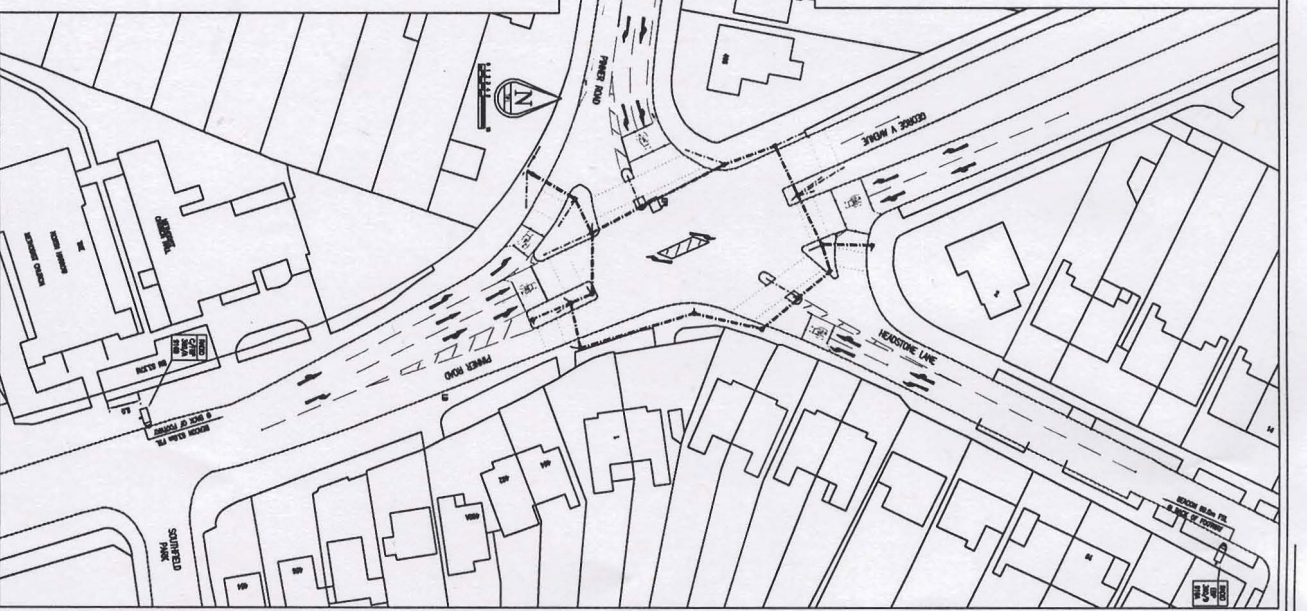
- NOTES**
- 1 ALL WORKS TO BE CARRIED OUT TO THE RELEVANT TFL SPECIFICATION
 - 2 ALL LOOPS ARE SHOWN IN ORIGINAL POSITION, BUT ARE SUBJECT TO SITE CONDITIONS
 - 3 EXISTING DUCT, CONDITION UNKNOWN
 - 4 PROPOSED 100mm Ø DUCTS MARKED 'TRAFFIC SIGNALS'
 - 5 PROPOSED 50mm Ø DUCTS MARKED 'TRAFFIC SIGNALS'
 - 6 PROPOSED DRAWINGS
 - 7 DUCT LAYOUT IS INDICATIVE ONLY & SUBJECT TO SITE CONDITIONS
 - 8 50mm DUCT FROM CONTROLLER TO ESP
 - 9 50mm DUCT UNDER KERB TO LOOP FEEDERS
 - 10 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 11 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 12 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 13 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 14 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 15 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 16 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 17 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 18 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 19 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS
 - 20 ALL Poles TO BE POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL FEEDINGS



- 1. - DUCT INSTALLATION**
- A/ ALL DUCTING TO BE 100MM INTERNAL DIAMETER ORANGE DUCT, MARKED TRAFFIC SIGNALS
 - B/ DEPTH OF COVER TO DUCTING IN FOOTWAY TO BE 450MM, IN CARBONWAY TO BE 700MM.
 - C/ ALL CHAMBER COVERS TO BE 450 X 600MM UNLESS STATED OTHERWISE.
 - D/ ALL CHAMBER COVERS TO BE MARKED 'TFL STREET MANAGEMENT'
 - E/ THE ROUTE OF PROPOSED DUCTING SHOWN ON THIS DRAWING IS INDICATIVE ONLY; DETAILS OF ACTUAL INSTALLATION ARE SUBJECT TO SITE CONDITIONS.
- 2. - BUS BEACON SMD INSTALLATION**
- A/ BUS BEACON POSTS ARE TO BE INSTALLED NOT LESS THAN 500MM FROM EDGE OF CARBONWAY AND NOT LESS THAN 150MM FROM BACK OF FOOTWAY AND NOT CAUSE OBSTRUCTION.
 - B/ ANY DISTANCES GIVEN FOR ANY BEACON SMD ARE TAKEN FROM THE STOPLINE FOR THAT APPROACH TO THE BEACON SMD POSITION.
 - C/ THE BEACON POST IS TO BE PLANTED TO A DEPTH OF 675MM AND, FOR WIRED BEACONS, TO BE LINKED TO AN ADJACENT FOOTWAY CHAMBER USING SOAM FLEXIBLE ORANGE DUCTING, FOR RADIO BEACONS SOAM FLEXIBLE DUCTING IS TO BE PROVIDED FOR ELECTRICAL SUPPLY. IN BOTH CASES THE FLEXIBLE DUCTING IS TO EXTEND TO THE LOWER EDGE OF THE POST OPENING.



BUS BEACON LOCATION PLAN
SCALE 1:500



METHOD OF CONTROL

DETECTOR NAME	BEACON ID	BEACON NUMBER	LOOP DIMENSION & POSITION (METRES)			DISTANCE TO STOPLINE (METRES)	REFERENCE POINT	DISTANCE TO BEACON / SCOOT LOOP	PROPOSED OR EXISTING
			A	B	C				
DBP	350/B	9189	RADIO	BEACON	-	65.0	BOUNDARY 21/23	1.3	PROPOSED
EBP	350/9	9184	RADIO	BEACON	-	69	BOUNDARY 21/23	1.3	PROPOSED
C/RBP	350/A	9188	RADIO	BEACON	-	63.0	BOUNDARY 21/23	5.0	PROPOSED

Surface Transport

scale 1:200

A1 date JUL 06

SLF GMP ???

dm eng chk

scheme L B OF HARRROW
A404 PINNER ROAD /
GEORGE V AVENUE /
HEADSTONE LANE
PROPOSED JUNCTION MODIFICATION

NO PRO/29/031/03

031963

0901 27/07/06 errors

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