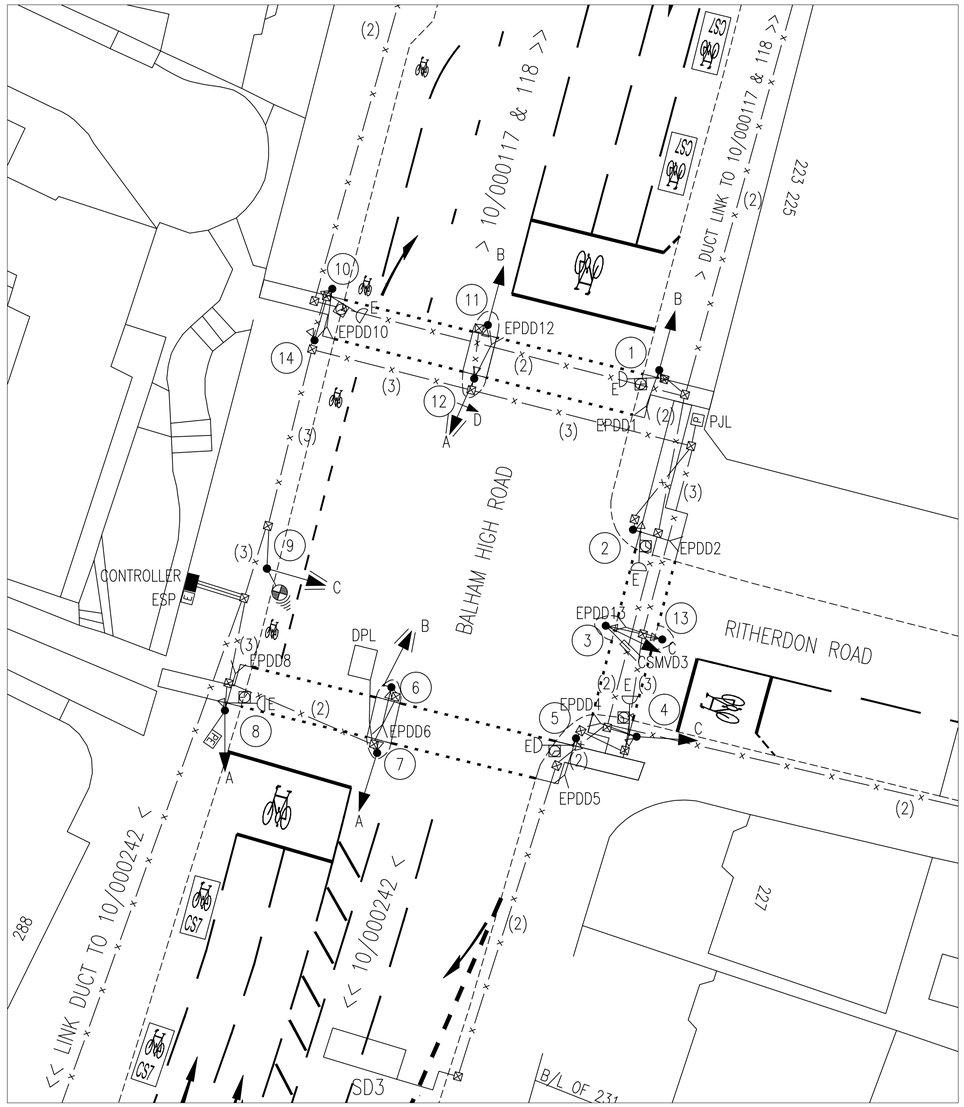
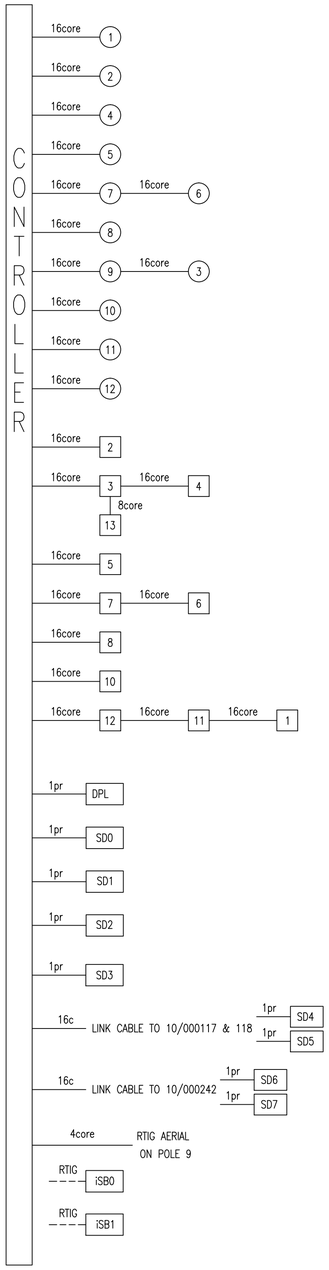
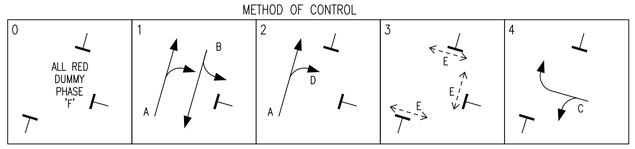




DETECTION POINT & LOOP LOCATION PLAN
SCALE 1:500

SCHEME PLAN
SCALE 1:200

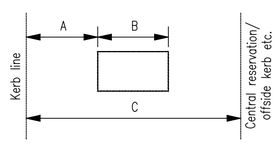
METHOD OF CONTROL



OTU NUMBER: 10/007

LOOP NUMBER	LOOP DIMENSION & POSITION (METRES)			DISTANCE TO STOPLINE (METRES)	BUS DETECTOR CONNECTION		REFERENCE POINT	DISTANCE TO LOOP LEADING EDGE	PROPOSED OR EXISTING
	A	B	C		SERIES	PARALLEL			
SD0	2.0	3.7	20.8	222.0	–	–	LP No.68 –	13.1	EXISTING
SD1	7..7	1.5	20.8	222.0	–	–	LP No.68 –	13.1	EXISTING
SD2	3.3	1.8	10.9	90.0	–	–	LP No.4 –	8.2	EXISTING
SD3	3.1	5.0	20.2	75.0	–	–	IN LINE WITH BUILDING LINE No.231	0.0	EXISTING
SD4	2.0	5.0	8.4	100.0	–	–	STOPLINE –	33.0	EXISTING
SD5	2.0	5.5	8.1	222.0	–	–	LP No.55 –	10.0	EXISTING
SD6	2.1	1.5	13.5	68.5	–	–	PARTY WALL BETWEEN 239 & 241 –	0.0	EXISTING
SD7	2.1	1.5	13.5	216.0	–	–	PARTY WALL BETWEEN 253 & 255 –	0.0	EXISTING

NOTE: FOR LOOPS SD4 & SD5 SEE SLD/10/000117 & 118
FOR LOOPS SD6 & SD7 SEE SLD/10/000242



DETECTOR NAME	iBUS JUNCTION ID	DETECTOR REFERENCE POINT	DISTANCE FROM STOP LINE	STOP CONDITION	MAX DISTANCE OFFSET	MOVEMENT	FROM STREET	DIRECTION	TO STREET	DIRECTION
iSB0	1653	NORTH EDGE OF TRINITY GDNS ENT. BALHAM HIGH RD NB	63.0	0	N/A	1	BALHAM HIGH ROAD	N/B	BALHAM HIGH ROAD	N/B
						–	–	–	–	–
						–	–	–	–	–
iSB1	1653	AT FLAG OF BS1 – BALHAM HIGH ROAD SB	63.3	2	20.0	2	BALHAM HIGH ROAD	S/B	BALHAM HIGH ROAD	S/B
						–	–	–	–	–
						–	–	–	–	–

BUS STOP REFERENCE ON DRAWING	LOCATION	FLAG TO STOPLINE (METRES)	SHELTER TO STOPLINE (METRES)	LENGTH OF SHELTER (METRES)
BS1	BALHAM HIGH ROAD SB	63.3	57.7	4.3

NOTES
1 SYMBOLS ARE IN ACCORDANCE WITH CURRENT VERSION OF SIG/GEN/S/1526
2 EXISTING DUCT —— x —— x ——
3 EXISTING DRAWPITS ⊠
4 50mm DUCT FROM CONTROLLER TO ESP
5 50mm DUCT FROM CONTROLLER TO PJL
6 50mm DUCT UNDER KERB TO LOOP FEEDERS
7 POLES 3, 4, 7 & 12 INSTALLED DIRECTLY INTO GROUND
8 POLES 1, 2, 5, 6, 8, 9, 10 & 11 HAVE POLEPITS
9 PUSHBUTTONS MOUNTED AT 45° TO KERB ON POLES 1, 2, 4, 5, 8 & 10
10 PUSHBUTTONS MOUNTED AT 90° TO KERB ON POLES 3, 6, 7, 11, 12 & 13
11 TACTILE ROTATING CONE FITTED TO PUSHBUTTONS ON POLES 1, 2, 3, 4, 5, 6, 7, 11, 12, 13 & 14
12 AUDIBLES TO BE FITTED TO PUSHBUTTONS ON POLES 1, 2, 4, 5, 8 & 10
13 POLE 14 IS A 2.0M. POLE
14 POLES ARE BLACK IN COLOUR
15 ⊗ iBUS GEOGRAPHIC LOCATION
16 iBUS AERIAL MOUNTED ON POLE 9
17 CD COUNTDOWN UNITS INSTALLED ON POLES 1, 2, 4, 5, 8 & 10
18 PEDESTRIAN CALL CANCEL TRIAL UNITS ADDED TO POLES 1, 2, 4, 5, 6, 8, 10, 12 & 13
19 SEE SLD/10/000117&118 FOR LOOPS SD4 & SD5
20 SEE SLD/10/000242 FOR LOOPS SD6 & SD7

REV	DATE	DETAILS	CONTRACT
11	05.11.13	TRIAL PEDESTRIAN CALL/CANCEL DETECTORS INSTALLED & COMMISSIONED Site Checked – ENG: AMD DATE: 05.11.2014	TFL/SIGS–AMD
10	11.04.13	DRAWING CORRECTION : POLE 13 ADDED	TfL/SIGS–GC
9	22.02.13	PCAT UNITS INSTALLED ON POLES 1, 2, 4, 5, 8 & 10	TfL/SIGS–GC
8	21.06.10	ASL's & ROAD MARKINGS UPDATED	TfL–SIGS–JKW
7	02.06.09	iBUS DETECTION INFORMATION ADDED	TfL – KR
6	??.??.??	PJL RELOCATED NEAR POLE 1	TfL – SIGS SJC
5	DEC 07	LOOP TABLE INFO SD6, SD7 ADDED	TfL – SIGS SJC
4	SEP 06	LOOP TABLE INFO SD3 AMENDED	TfL – HSC
3	APR 03	SD3 DIMENSIONS AMENDED	TfL – SPC
2	14/11/00	JUNCTION MODIFICATION	STCL 4118 (ENG: B.K.H)
1	DEC 97	REDRAWN & SCOOT INCLUDED	ABERTON

Transport for London
Surface Transport

STREETS

Traffic Directorate
Windsor House
42–50 Victoria Street
LONDON SW1H 0TL
Telephone 020 7222 5600

scheme L B OF WANDSWORTH

BALHAM HIGH ROAD/ RITHERDON ROAD

TRAFFIC SIGNALS LAYOUT

date 12/2000 | scale AS SHOWN@A1

No. SLD/10/000007/11

14:02 07/11/2014 HannahP