



GT50/45/0009

**ROAD TRAFFIC REGULATION ACT 1984 – SECTIONS 64 AND 65
AUTHORISATION OF TRAFFIC SIGNS AND SPECIAL DIRECTIONS**

The Secretary of State for Transport, in exercise of his powers under Sections 64 and 65 of the Road Traffic Regulation Act 1984, and of all other powers enabling him in that behalf, for the purpose of controlling traffic flow at the junction of the A133 St. Andrews Avenue and the University of Essex access road, Colchester, Essex, hereby:-

1. authorises the erection at or within 2 metres of the sites marked with a blue cross on the attached plan numbered GT50/45/0009-1 of a light signal (hereinafter referred to as "the authorised light signal") conforming as to size, colour and character with the light signal to diagram 3000 in Schedule 8 to the Traffic Signs Regulations 2002 (Part I of SI 2002/3113, "the 2002 Regulations"), save that the height from the footway to the centre of the amber signal shall be 4.0 metres; and
2. directs that the authorised light signal may only be placed at the said sites if the apparatus (including the content of all instructions stored in it) used in connection with it is of a type which has been approved by the Secretary of State as appropriate to the site and application; and
3. directs, without prejudice to any statutory provision to the like effect, that it is a condition of this authorisation that the erection of the authorised light signal at or near the said sites shall continue to have effect only until such day as may be appointed by one month's notice given by the Secretary of State in writing to the traffic authority for the removal or alteration of the authorised light signal and on that day the said authorisation shall, without prejudice to the giving of any further authorisation or direction, cease to have effect.

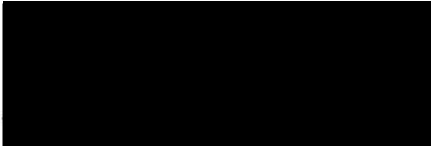


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The provisions of Regulations 12 and 33 of the 2002 Regulations shall apply to the authorised light signal in the same manner as they apply to the light signal to diagram 3000 in Schedule 8 to those Regulations.

Dated *3 October* 2011

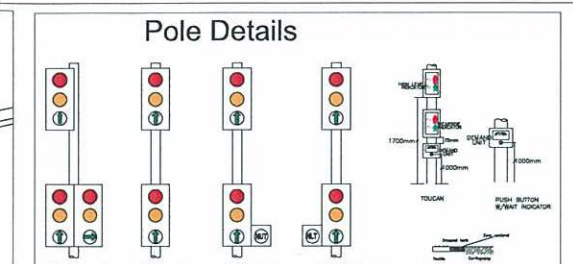
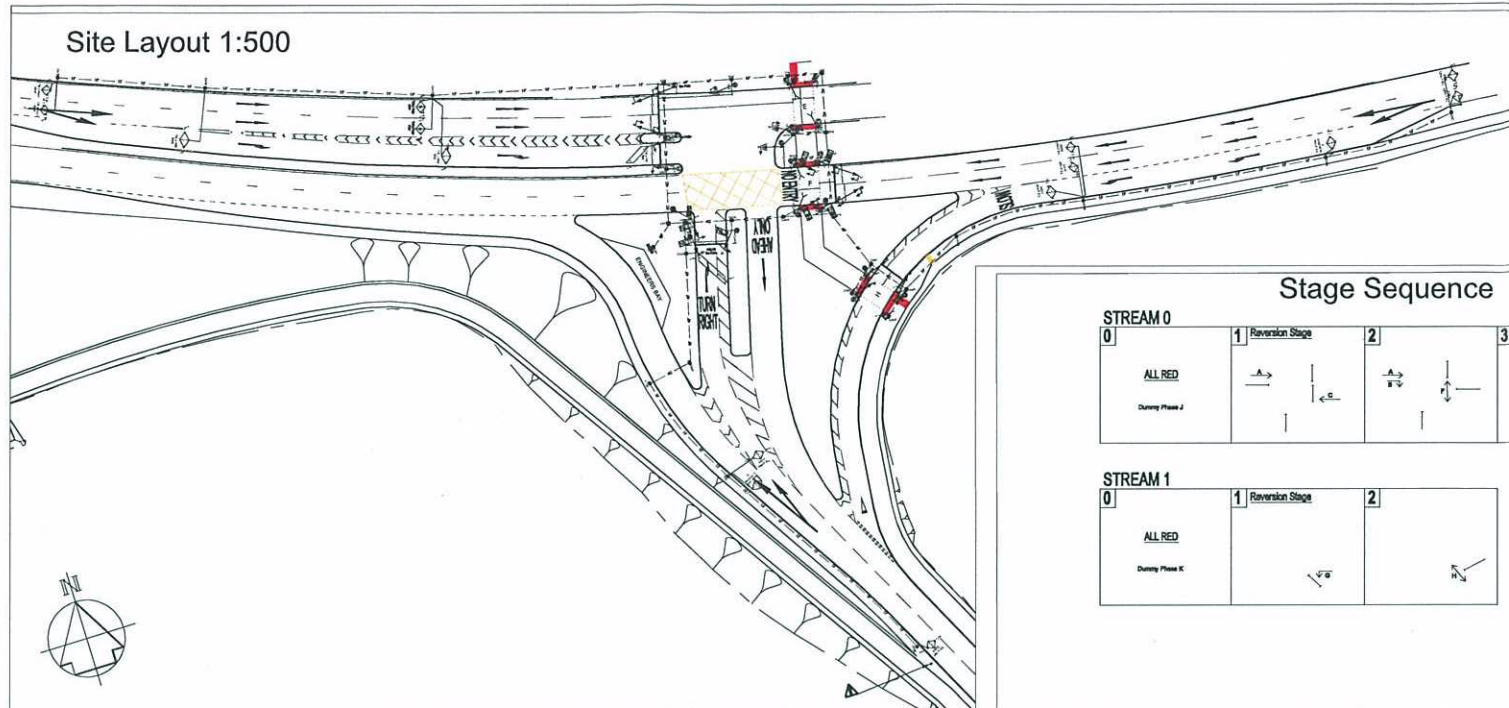
Signed by authority of the Secretary of State

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A Delegated Official of the Department for Transport

CERTIFIED TRUE COPY

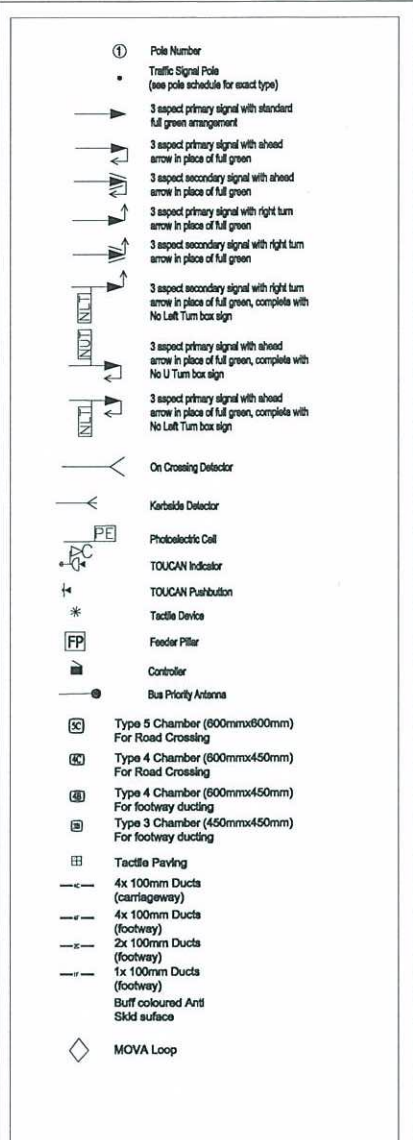
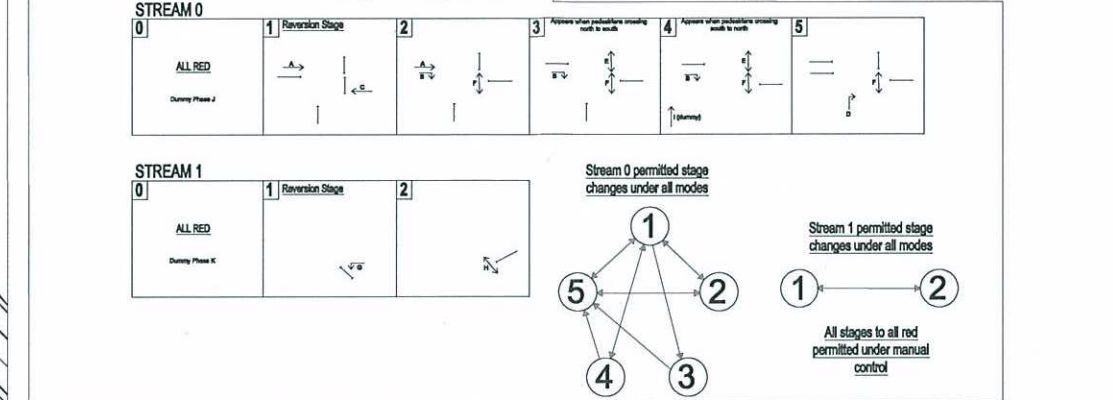
7/10/2011
DEPARTMENT FOR TRANSPORT



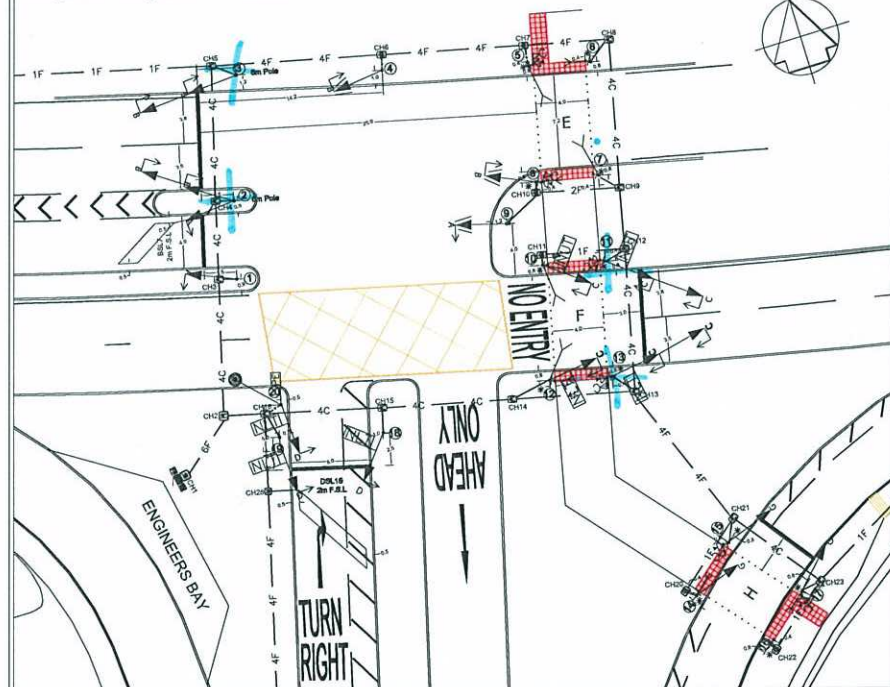
Pole Schedule

Pole Number	Pole Type	Foundation	Equipment on Pole
1	4m Steel	NAL R0215CF	Primary signal with right turn arrow in place of full green
2	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green to Primary signal with right turn green arrow in place of full green
3	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green
4	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green
5	4m Steel	NAL R0215CF	Navigation TOUCAN indicator, pushbutton and with indicator, tactile device and pushbutton on cross detector
6	4m Steel	NAL R0215CF	Pushbutton and with indicator, tactile device and pushbutton on cross detector
7	4m Steel	NAL R0215CF	Pushbutton and with indicator, tactile device and pushbutton on cross detector
8	4m Steel	NAL R0215CF	Secondary signal with ahead arrow in place of full green, head with lateral track or at three aspects with indicator on full track, former back of view TOUCAN vehicle indicator, pushbutton and with indicator, tactile device, pedestrian tactile detector
9	4m Steel	NAL R0215CF	Secondary signal with right turn arrow in place of full green, head with lateral track or at three aspects with indicator on full track, former back of view TOUCAN vehicle indicator, pushbutton and with indicator, tactile device
10	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green and Restricted HL7 has sign, pushbutton and with indicator, tactile device, pedestrian tactile and access detector
11	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green and Restricted HL7 has sign, former back of view TOUCAN vehicle indicator, pushbutton and with indicator, tactile device
12	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green and Restricted HL7 has sign, pushbutton and with indicator, tactile device, pedestrian tactile and access detector
13	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green and Restricted HL7 has sign, TOUCAN vehicle indicator, pushbutton and with indicator, tactile device
14	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green, TOUCAN vehicle indicator, pushbutton and with indicator, tactile device, pedestrian tactile detector
15	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green, TOUCAN vehicle indicator, pushbutton and with indicator, tactile device
16	4m Steel	NAL R0215CF	Pushbutton and with indicator, tactile device
17	4m Steel	NAL R0215CF	Primary signal with ahead arrow in place of full green, TOUCAN vehicle indicator, pushbutton and with indicator, tactile device
18	4m Steel	NAL R0215CF	Primary signal with right turn arrow in place of full green and Restricted HL7 has sign
19	4m Steel	NAL R0215CF	Primary signal with right turn arrow in place of full green and Restricted HL7 has sign
20	4m Steel	NAL R0215CF	Primary signal with right turn arrow in place of full green and Restricted HL7 has sign, photobolic cell, sensor for the Priority system

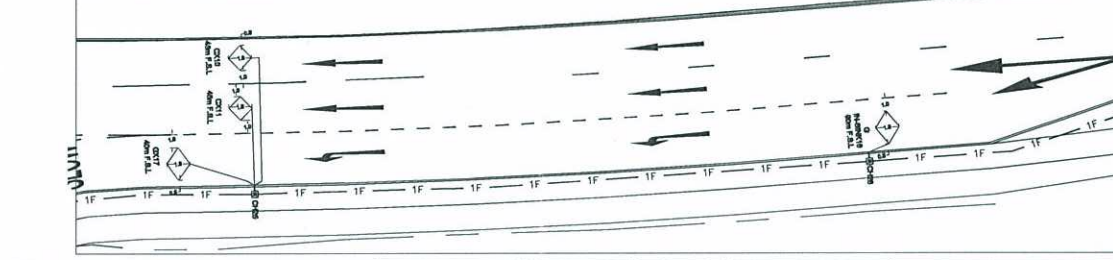
Stage Sequence



Signal Layout 1:200



A133 Westbound



Design

- Notes
1. Push buttons and indicators to be positioned at a 25-30° angle parallel from the kerb, away from the carriageway.
 2. Push buttons to be mounted at 1m from surface level of tactile paving to centre of button (see inset detail).
 3. At all Toucan crossings a high level roadside repeater signal shall be provided.
 4. All push button units to be fitted with tactile indicators.
 5. All cables to be labelled in accordance with engineer's instruction and Essex County Council standards.
 6. All unused cores should be terminated at each end of cable and earthed in the controller.
 7. All pole numbers and phase letters to be visible from the controller.
 8. Controller to be labelled with ID No in accordance with Essex County Council standards.
 9. Signal heads to be labelled according to their phase according to Essex County Council standards.
 10. Poles to be labelled in accordance with signal drawing in accordance with Essex County Council standards.
 11. Site to be operated at extra low voltage (ELV).
 12. Sloping to be 300mm wide.
 13. Sighting out details are shown in metres and are indicative only and to be finalized by engineer on site.
 14. All drop kerbs to be flush to carriageway with zero upstand (to comply with BVP105).
 15. 6x 100mm Diameter ducts to be installed between controller and chamber 1.
 16. For details of IFS refer to drawing Q10011-UE-SA-DR-1212.
 17. The controller should include a Siemens OBU using GSM communication.
 18. All Chambers and Ducting to be installed in accordance with ECC folio drawing E1101.
 19. A Bus Priority Unit should be installed in the controller which is compatible with ECC's current Bus Priority System. The exact system to be installed should be checked with ECC at the time of the installation.
 20. In accordance with TD 9/03 a design speed of 80kmh has been used which requires a stopping distance of 180m.
 21. A 50mm duct will be installed under the kerb from the loop joint chamber under the kerb to the carriageway. In accordance with ECC folio drawing E1101.
 22. Ducting shall be 100mm diameter rigid orange-coloured, smooth internal bore with the legend 'traffic signals' printed in white letters at 1 metre intervals. Flexible 100mm diameter ducting should be used to connect between chambers and pole rotation nozzles.

Construction Design and Management (CDM) Key Residual Hazards. Refer to Designers Risk Assessment and Health & Safety Plan for other associated hazards identified at the design stage.

D	AMENDED TO REFLECT COMMENTS	DW	SG	SP	01-04-11
C	AMENDED TO REFLECT COMMENTS	DW	SG	SP	28-01-11
B	AMENDED TO REFLECT COMMENTS	DW	SG	SP	24-12-10
A	ISSUED FOR APPROVAL	DW	SG	SP	09/10
D	FIRST ISSUE FOR COMMENT	DW	SG	SP	09/10
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Jackson
CIVIL ENGINEERING

Client: **UNIVERSITY OF ESSEX Knowledge Gateway**

Project: **UNIVERSITY OF ESSEX KNOWLEDGE GATEWAY**

Drawing Title: **A133 ST ANDREWS AVENUE TRAFFIC SIGNAL LAYOUT**

	Name	Date	Scale	AS SHOWN
Drawn	DW	09/10		
Designed	DW	09/10	File No.	Q10011
Checked	SG	09/10	Drawing Status	FOR APPROVAL
Approved	SP	09/10		
Drawing No.	Q10011-UE-SA-DR-1222	Revision		D

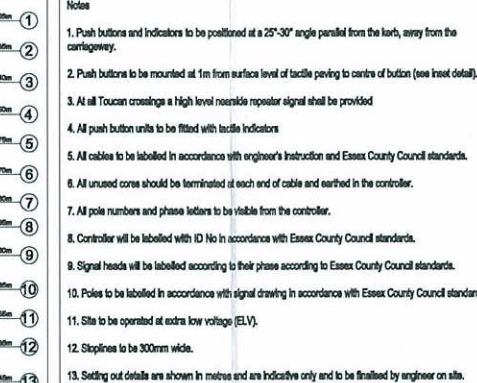
Detector Schedule

Detector	Phase	Phase	Phase	Phase	Phase	Phase
AIN1	3	2	1	4	5	6
AIN2	3	2	1	4	5	6
AX3	3	2	1	4	5	6
AX4	3	2	1	4	5	6
BINS	3	2	1	4	5	6
BSX6	3	2	1	4	5	6
BSL7	3	2	1	4	5	6
CIN8	3	2	1	4	5	6
CIN9	3	2	1	4	5	6
CX10	3	2	1	4	5	6
CX11	3	2	1	4	5	6
DIN12	3	2	1	4	5	6
DNSIRK13	3	2	1	4	5	6
DX14	3	2	1	4	5	6
DSL15	3	2	1	4	5	6
GIN16	3	2	1	4	5	6
GX17	3	2	1	4	5	6

Cable Details

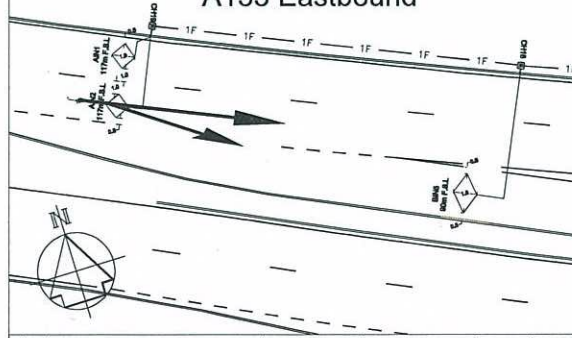
Reference	Cable Type	Cable Count
AIN1	2 pair 120m	2
AIN2	2 pair 120m	2
AX3	2 pair 120m	2
AX4	2 pair 120m	2
BINS	2 pair 120m	2
BSX6	2 pair 120m	2
BSL7	2 pair 120m	2
CIN8	2 pair 120m	2
CIN9	2 pair 120m	2
CX10	2 pair 120m	2
CX11	2 pair 120m	2
DIN12	2 pair 120m	2
DNSIRK13	2 pair 120m	2
DX14	2 pair 120m	2
DSL15	2 pair 120m	2
GIN16	2 pair 120m	2
GX17	2 pair 120m	2

MOVA



Department for Transport
Date: 30/9/11
No: GT50/45/0009-1

A133 Eastbound



A133 Eastbound

