

Appendix B

Liaison with TfL Signals Section

TfL Signals Section pro forma

LONDON BOROUGH of

SCHEME ADDRESS

Signal Ref Number - (if known) _____ **Required date of commissioning** _____/_____/_____

CLIENT Borough Developer Borough Recoverable L.C.N L.B.P.N

Tf L Area Team (I.B.P) L.B.I L.B.I Route No.

DESIRED CYCLE TIME

SCHEME BRIEF

Reason for scheme Bus Improvement / Pedestrian / Cycle / Safety / Traffic Management

FACILITY REQUIRED JUNCTION PELICAN TOUCAN PUFFIN

Control Strategy Required.(If known) Scoot, Mova , Vehicular Activated , U.T.C

Is this a traffic sensitive road Yes No

INFORMATION PROVIDED.(Please tick appropriate box if included.)

SCHEME PLAN TO 1:200 PAPER COPY DISK

TRAFFIC DATA A.M OFF/PEAK P.M OTHERS

PEDESTRIAN DATA A.M OFF/PEAK P.M OTHERS

BUS FLOWS **CYCLE FLOWS** **ACCIDENT DATA**

CALCULATIONS OSCADY LINSIG TRANSYT

LINK DIAGRAMS PAPER DISK

85% SPEED MEASUREMENTS For new installation (For Pelican / Puffin / Toucan)

SPEED LIMIT OF MAJOR ROAD 30 mph 40 mph OTHER

ANY OTHER INFORMATION TO BE TAKEN INTO CONSIDERATION.

CLIENT PROJECT ENGINEER

Form 57 Issue 4 February 2004

Annex 1

Basic site information required by Signals Section

As defined in TTS6, the following information will be required to carry out the design:

- a) Hourly classified traffic counts (reassigned if the scheme is part of a traffic management package) for each arm of the junction with separate turning traffic figures. These counts should cover the morning and evening peaks, daytime off-peak and any other significant event time, e.g. Saturday shopping period. If the existing situation has queues, their length, in vehicles, should be measured every quarter of an hour. The flows should be in the form of a graphical summary if possible. If major changes to the road network, developments or other factors are likely to result in changed traffic flows, predicted flows from traffic models should be provided.
- b) A 1:200 scale plan of the junction. Where the scheme is an 'improvement' the new, as well as the existing, kerb and building lines should be shown. For schemes that entail no significant alteration to road kerb lines, base ordnance survey data may provide sufficient topographical information but care should be exercised to ensure that the details are both current and accurate. Limited surveys to check certain critical dimensions and to check the location of any physical objects such as statutory undertakers plant, manhole covers, drainage, lighting cables, lamp columns, road signs, trees etc may be all that is required. For more significant changes in layout, a full three dimensional model of the existing topography may be required. For major changes early consultation with statutory undertakers, who may be affected, is recommended. These consultations may lead to a requirement to commission trial excavations to locate precisely existing plant in relation to the revised kerb alignments.
- c) The saturation flow of each arm of the junction should be assessed either practically on site using the TRL saturation flow program and a portable computer or theoretically using the TRL method described in TRL RR 67 'Prediction of saturation flows for road junctions controlled by traffic signals'. Saturation flows should wherever possible be measured practically on site but it is essential at critical junctions. The prediction method may be used as an alternative where site measurement is impractical.
- d) Cruise speed - the free flow running speed for each approach.

Annex 2

Lead times for traffic signal procurement

	Design stage		Implementation of Scheme	
	Comments on feasibility (weeks)	Scheme design and estimate (weeks)	Lead Time (weeks)	Duration on site (weeks)
Single new junction	4	8	12	6
Multiple major modifications (3+ sites)	4	12	14	8
Single major modification	4	6	12	3
Medium modification (no controller)	4	4	6	1
New pelican	4	4	6*	1

*The lead time for the implementation of a new pelican crossing may be reduced to 3 weeks if the highway authority agrees to waive the notice period for the electricity supply company.

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