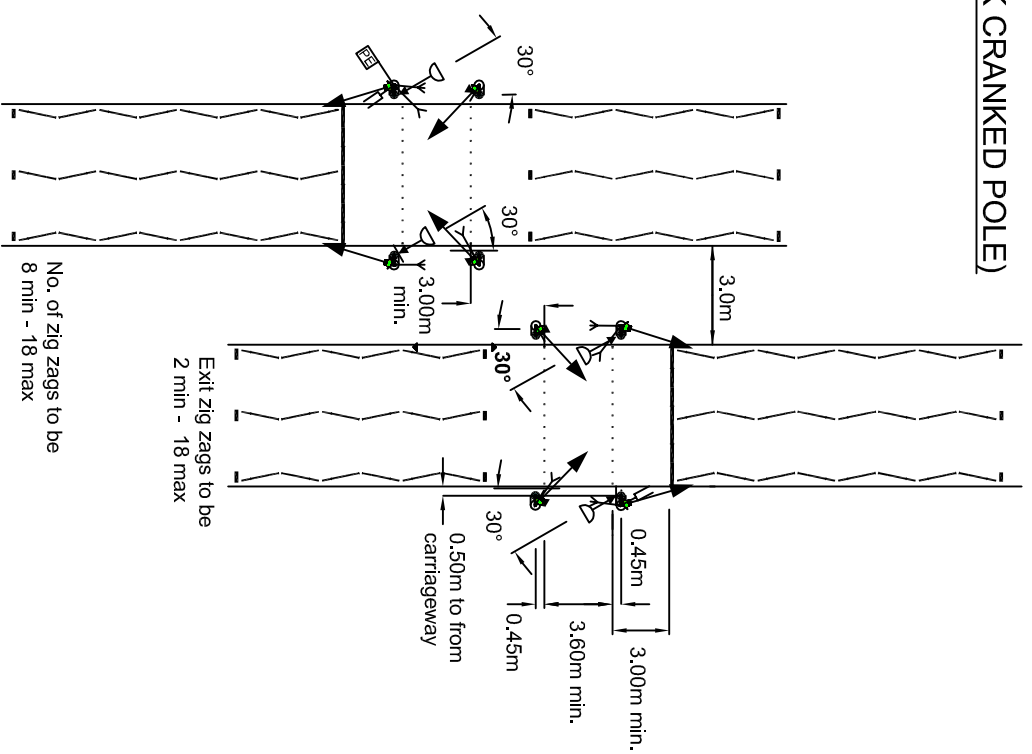


**DUAL CARRIAGEWAY (SWAN NECK CRANKED POLE)**

NB: Additional kerbside and on crossing detectors should be included at crossings, over 3.6m wide.  
There is no preference for left / right stagger.

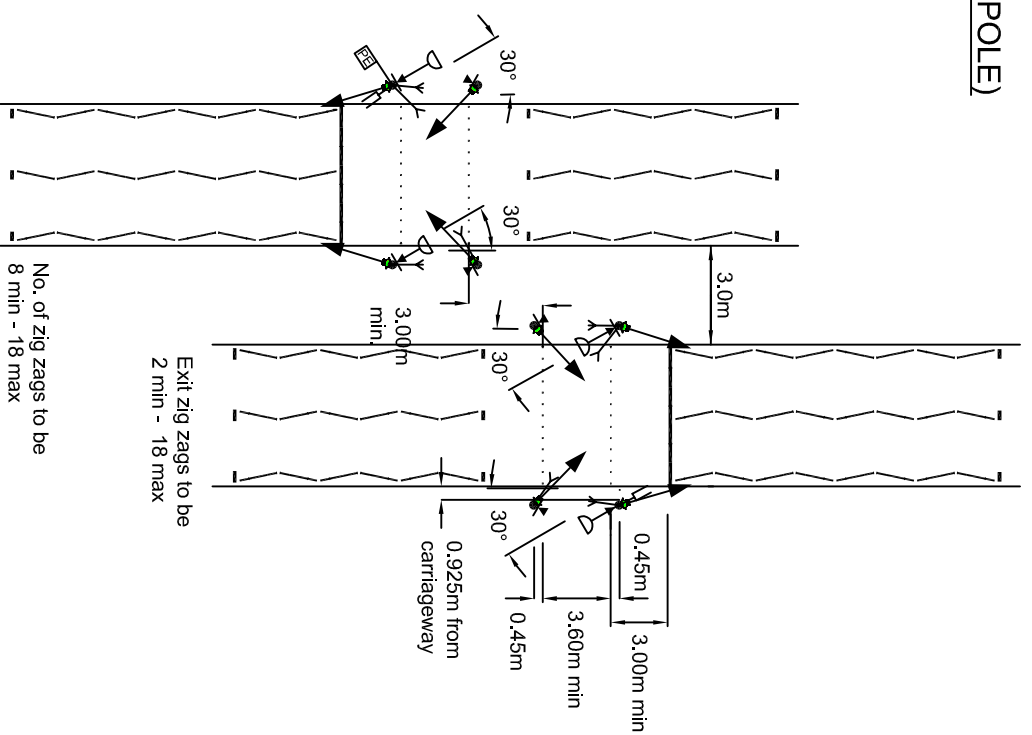


Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.  
All demand units should have tactile indicators fitted.

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

**DUAL CARRIAGEWAY (STRAIGHT POLE)**

NB: Additional kerbside and on crossing detectors should be included at crossings, over 3.6m wide.  
There is no preference for left / right stagger.

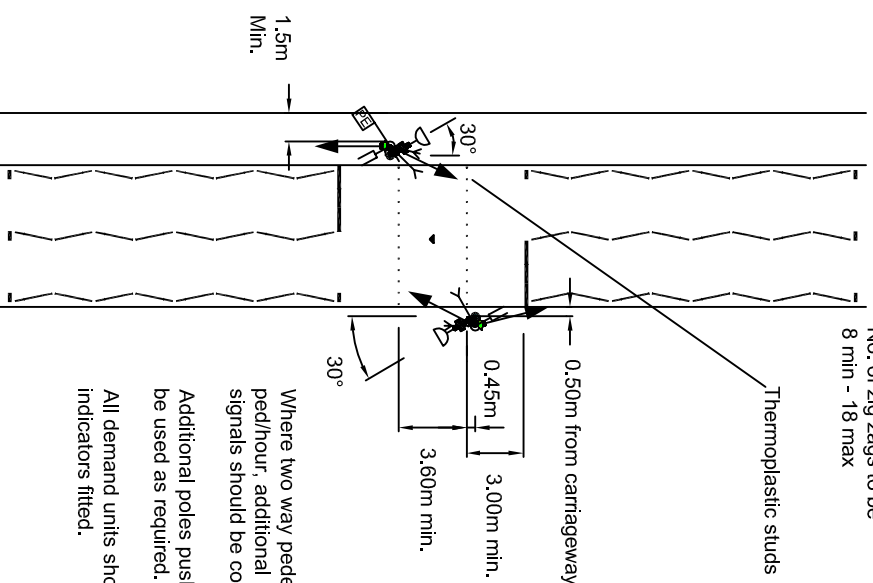


Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals may be fitted on Primary poles only.  
All demand units should have tactile indicators fitted.  
MVD use is dependant on 85th percentile speed

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

**SINGLE CARRIAGEWAY (SWAN NECK CRANKED POLE)**

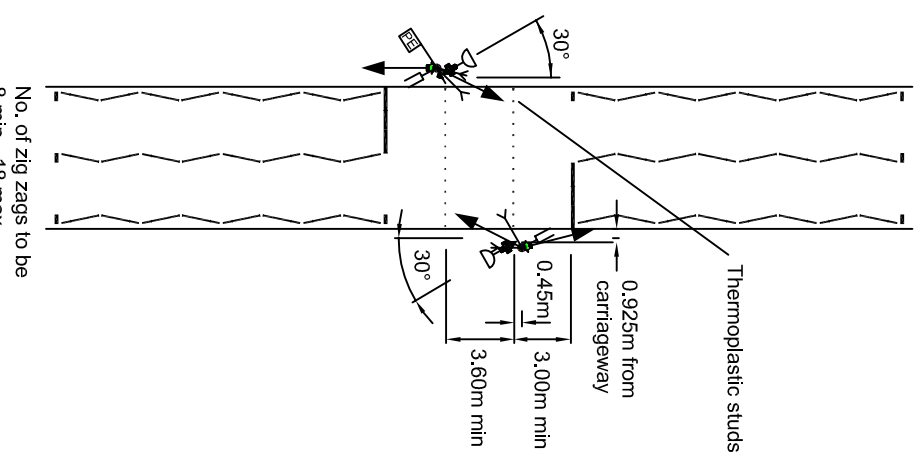
No. of zig zags to be 8 min - 18 max



Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals should be considered on Primary poles only.  
Additional poles push buttons & signal heads may be used as required.  
All demand units should have audible and tactile indicators fitted.

**SINGLE CARRIAGEWAY (STRAIGHT POLE)**

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



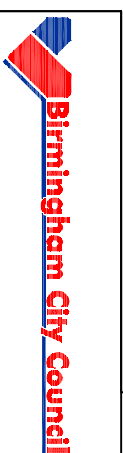
Where two way pedestrian flow is greater than 600 ped/hour, additional high level pedestrian nearside signals should be considered on Primary poles only.  
Additional poles push buttons & signal heads may be used as required.  
All demand units should have audible and tactile indicators fitted.  
MVD use is dependant on 85th percentile speed

**Key :-**

- Primary 3 aspect traffic signal
- Vehicle traffic approach detector
- Pedestrian on - crossing detector
- Pedestrian kerbside detector
- Pedestrian demand & display unit
- Pedestrian 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.



STANDARD DETAIL SHEETS

DRAWING PUFFIN CROSSING INSTALLATION



This detail is controlled by Birmingham City Council. Email - Transport.Projects@Birmingham.gov.uk

DATE	REV.	REVISIONS	DRN	PM	REVISION
2014	I	DETAILS AMENDED	DH	PP	
2013	H	DETAILS & FRAME AMENDED	DH	PP	
2007	G	DETAILS & NOTES AMENDED	PB	BP	
2005	F	NOTES AMENDED	-	BP	
2005	E	DETAILS & NOTES AMENDED	-	BP	
2003	D	TITLE CHANGED	-	IML	
2003	C	DETAILS AMENDED	-	AJC	
2002	B	BORDER & TITLE AMENDED	-	AJC	
2002	A	DETAILS & NOTES AMENDED	-	AJC	
2000	-	ORIGINAL DRAWING CREATED	SRE	AJC	

DATE	REV.	REVISIONS	DRN	PM	REVISION
DH	03/12/13	DESIGNER	PP	03/12/13	
TE	03/12/13	TECHNICAL	PP	03/12/13	

DWG. No HW/12.51

