

**Notes - Traffic Signal Contractor**

Technical Specification for Traffic Signal Equipment  
Proposed Traffic Signal Controlled Junction  
A2 Canterbury Road / A251 Ashford Road, Faversham

The site is located at map reference Eastings = 601457.86 & Northings = 160565.27

All traffic signal control equipment shall comply with the Kent County Council (KCC) Traffic Systems General Specification Issue 5.1. This specification has been pre-issued to the three traffic signal companies designated as Approved Traffic System Contractors for Kent County Council.

Where the signal company proposes to depart from compliance, either because they cannot meet a requirement of a KCC clause or the requirements of a constituent specification, then details of the proposed departure(s) must be made clear when the quotation is received. The significance of the departure(s) will then be taken into account when quotations are assessed.

The supply of all traffic signal heads shall be accompanied by evidence that the equipment has been independently verified for conformity with BS EN 12368 in accordance with the requirements of the Traffic Signs Regulations and General Directions 2016.

All signal heads (vehicle and pedestrian) and push button units shall be of the LED type. The quotation should include an estimate of the anticipated power consumption.

The traffic signal controller shall be of the ELV type. The controller root shall be galvanised. The controller cabinet shall be coloured grey.

The controller root shall be clearly marked with the finished ground level to assist the civil engineering contractor during installation.

A Method Statement shall be supplied detailing the proposed installation procedure at this site.

The traffic signal equipment and layout is shown on Drawing No. KCC/ITS/2017/0107/S/1.

All traffic signal poles are to be coloured grey. All poles are to be full length 4.2m long poles, with the exception of Pole No. 9, which is to be a short 2.4m (push button only) pole.

On crossing detectors are required on Pole Nos. 3, 6, 8 and 10. The detectors shall be KCC approved microwave units.

Visual kerbside detectors are required on Pole Nos. 4, 6, 7 and 10. The detectors may be KCC approved stereoscopic units (used in full stereo) or alternatively the detectors may be KCC approved radar units.

Tactile indicators are required on all push button units (Pole Nos. 3, 4, 5, 6, 7, 8, 9 and 10).

No Right Turn box signs are to be provided on Pole Nos 5 and 6.

A hurry call demand unit to call stage 3 is to be provided for the fire station located on Ashford Road.

All signal hoods shall be of the primary type unless otherwise shown.

Dimming by photo-electric cell is required and the cell will be fitted on Pole No. 3.

The final position of the MOVA detector loops is to be agreed with a KCC traffic signal engineer. All necessary cables and slot cutting for the signal installation shall be included. A KCC traffic signal engineer will set out the positions of the signal equipment and detector loops prior to installation / slot cutting.

Supply, installation and commissioning of an Outstation Monitoring and Control Unit (OMCU) to KCC Specification capable of monitoring all detectors and the illumination of all signal aspects and push button "WAIT" panels (including LED equipment) is required. The OMCU shall be capable of connection to an ADSL telephone network. A Siemens Gemini 2 shall be provided. The unit shall be compatible with the Siemens Remote Monitoring Instation. The SIM card will be supplied to the signal company by KCC.

The electricity supply authority will be UKPN.

The delivery address will be advised, when known, nearer the time of installation.

- Key**
- Junction box 550 mm depth (with under kerb ducts)
  - Junction pit 900 mm depth (no under kerb ducts)
  - Junction pit 900 mm depth (with under kerb ducts)
  - Duct FW/1 100 mm dia
  - Duct FW/3 100 mm dia
  - Duct FW/4 100 mm dia
  - Duct FW/5 100 mm dia
  - Duct CW/3 100 mm dia
  - Duct CW/4 100 mm dia
  - Duct CW/5 100 mm dia
  - Traffic signal controller cabinet
  - Electricity supply pillar
  - BT termination pillar
  - Vehicle detector loop and identity
  - Primary traffic signal and pole
  - Secondary traffic signal and pole
  - Pedestrian push button unit with tactile cone
  - Puffin pedestrian signal with push button
  - Microwave vehicle detector
  - Pedestrian on crossing detector
  - Visual pedestrian presence detector
  - Photo electric cell
  - Layout of blister tactile surface modules (red)
  - Roadstuds
  - Existing lighting column
  - Guardrail type PG/1 - HV (staggered infill bars)
  - Kerb/ footway alignment - existing to be removed
  - Kerb/ footway alignment - proposed
  - HFS (All HFS to be coloured Dark Grey or Black)
  - Traffic bollard (keep left)

**Notes - Civil Engineering Contractor**

This drawing is based on Ordnance Survey digital data supplemented by additional base detail measured on site.

High Friction Surface (HFS) shall extend 50m in advance of the stopline on each approach. The HFS shall extend to the first row of pedestrian studs beyond the stopline. All HFS is to be coloured dark grey or black.

This drawing shall be read in conjunction with KCC Standard Details:-  
KCC/SD/400/002 - Pedestrian guardrail.  
KCC/SD/500/020 to 025 - Ducting, Junction Pits and Junction Boxes.  
KCC/SD/1100/007 Rev A - Layout of Signal Controlled Pedestrian Crossing Points.  
KCC/SD/1200/007 Rev A - Traffic Signal Controller Cabinet Installation.  
KCC/SD/1200/008 Rev A - Feeder Pillars.  
KCC/SD/1200/009 Rev B - Traffic Signal Pole Retention Socket.

This drawing shall be read in conjunction with the Contract Specification Appendices:  
Appendix 5/2 - Service Duct requirements.  
Appendix 12/3 - Traffic Signs: Studs.  
Appendix 12/5 - Traffic Signs: Traffic Signals.  
Appendix 14/5 - Electrical Equipment.

Crossing width between road crossing studs = 3.2m.

Stop line to nearest stud line = 3.0m.

Stop line to traffic signal pole = 2.5m.

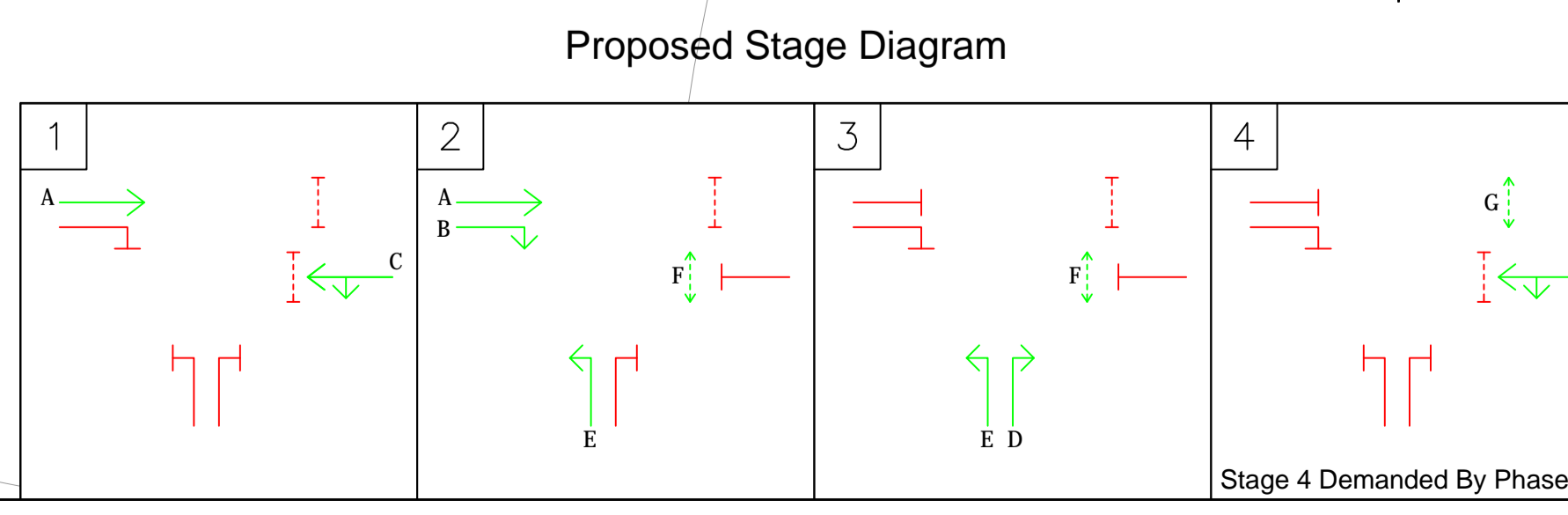
All traffic signal poles should be installed 0.8m from the edge of the carrieway (except poles numbers 2, 12 and 13 which will be installed as shown).

All traffic signal poles are to be installed in NAL retention sockets.

All proposed lining details are to be implemented in accordance with the TSRGD (latest revision) and are to tie into the existing lining details.

Ducting shall be adjusted locally to avoid existing Statutory Undertakers Plant.

The details of any existing services shown on this drawing are based upon information supplied by the statutory bodies and other authorities concerned. The accuracy of this information cannot be guaranteed and the presence of other apparatus, in particular service connections to individual properties, should be expected.



Rev	Revision Date	15/02/2017	FIRST ISSUE	PT	AWM	TB
			Purpose of revision	Drawn	Checked	Approved



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Tel: 08458 247 800

Project: **Proposed Traffic Signal Junction**

Drawing title: **A2 Canterbury Road / A251 Ashford Road Faversham Annex B Site Ref: TBC**

Drawing status: **DRAFT**

Scale: **1:250 at A1 Do not scale**

Drawing number: **KCC/ITS/2017/0107/S/1** Rev: **0**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.