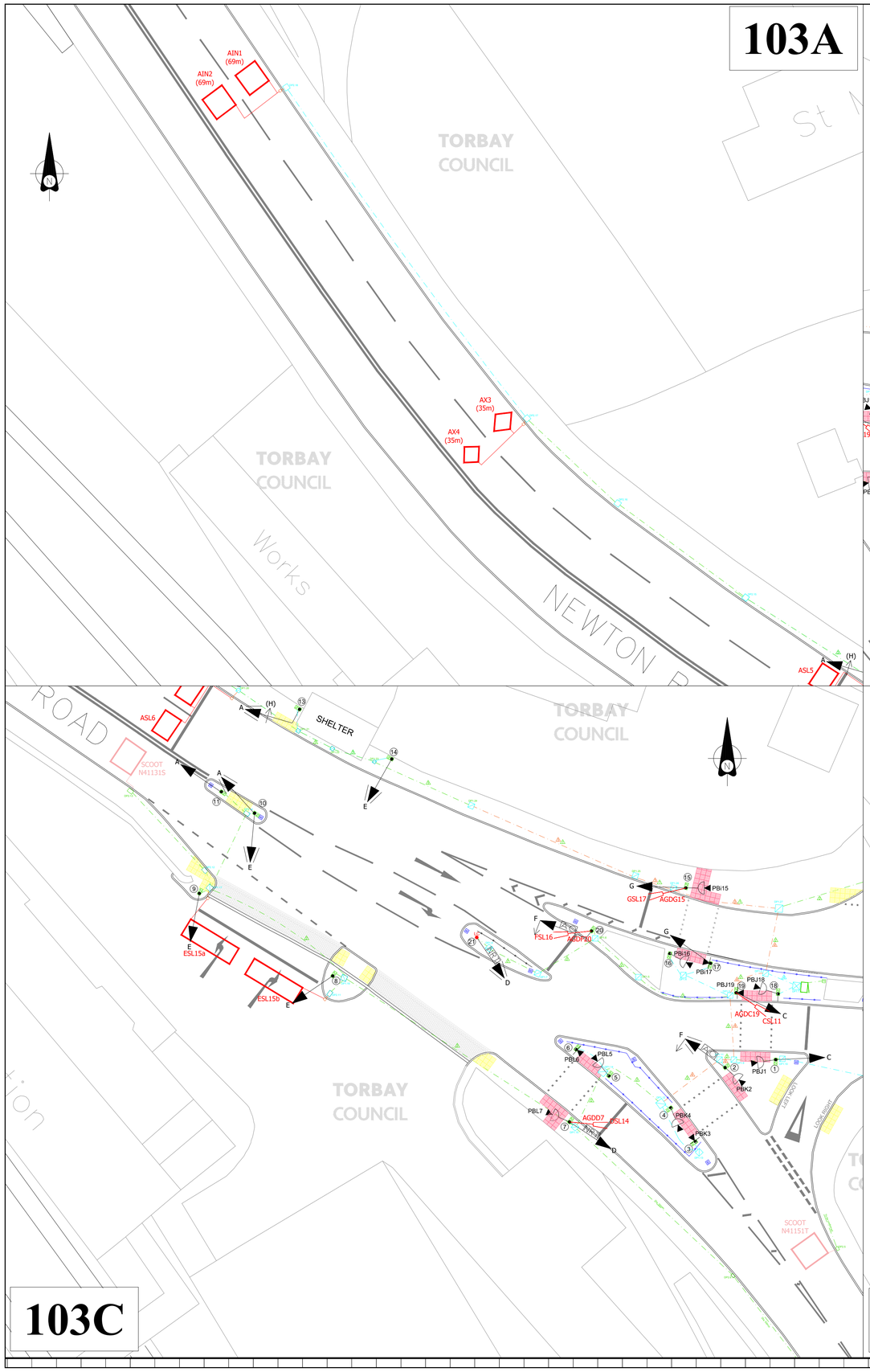


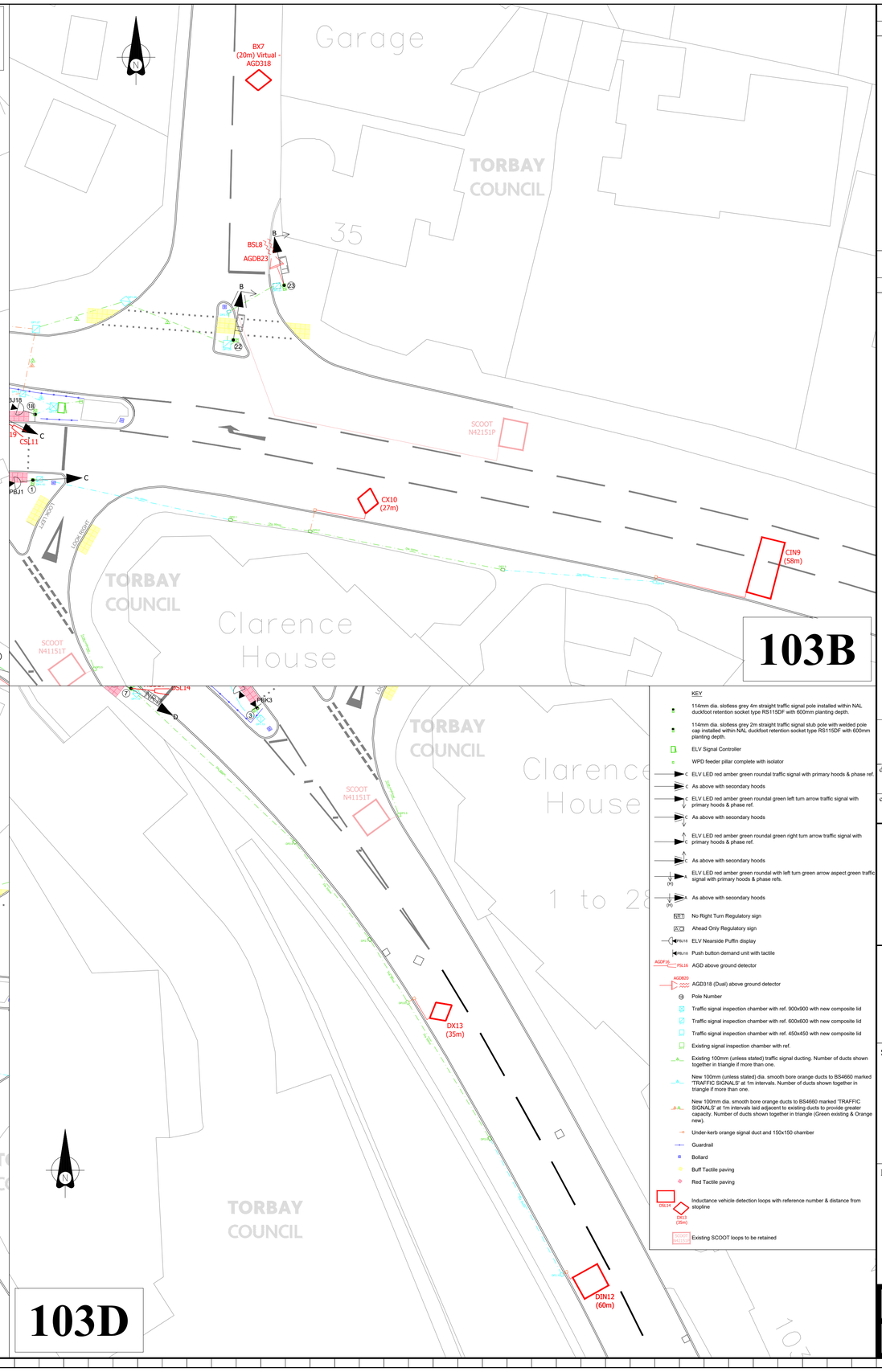


KEY

- 114mm dia. slotless grey 4m straight traffic signal pole installed within NAL duckfoot retention socket type RS115DF with 600mm planting depth.
- 114mm dia. slotless grey 2m straight traffic signal stub pole with welded pole cap installed within NAL duckfoot retention socket type RS115DF with 600mm planting depth.
- ELV Signal Controller
- WPD feeder pillar complete with isolator
- ELV LED red amber green roundal traffic signal with primary hoods & phase ref.
- As above with secondary hoods
- ELV LED red amber green roundal green left turn arrow traffic signal with primary hoods & phase ref.
- As above with secondary hoods
- ELV LED red amber green roundal green right turn arrow traffic signal with primary hoods & phase ref.
- As above with secondary hoods
- ELV LED red amber green roundal with left turn green arrow aspect green traffic signal with primary hoods & phase refs.
- As above with secondary hoods
- No Right Turn Regulatory sign
- Ahead Only Regulatory sign
- ELV Nearside Puffin display
- Push button demand unit with tactile
- AGD above ground detector
- AGD318 (Dual) above ground detector
- Pole Number
- Traffic signal inspection chamber with ref. 900x900 with new composite lid
- Traffic signal inspection chamber with ref. 600x600 with new composite lid
- Traffic signal inspection chamber with ref. 450x450 with new composite lid
- Existing signal inspection chamber with ref.
- Existing 100mm (unless stated) traffic signal ducting. Number of ducts shown together in triangle if more than one.
- New 100mm (unless stated) dia. smooth bore orange ducts to BS4660 marked 'TRAFFIC SIGNALS' at 1m intervals. Number of ducts shown together in triangle if more than one.
- New 100mm dia. smooth bore orange ducts to BS4660 marked 'TRAFFIC SIGNALS' at 1m intervals laid adjacent to existing ducts to provide greater capacity. Number of ducts shown together in triangle (Green existing & Orange new).
- Under-kerb orange signal duct and 150x150 chamber
- Guardrail
- Bollard
- Buff Tactile paving
- Red Tactile paving
- Inductance vehicle detection loops with reference number & distance from stopline
- Existing SCOOT loops to be retained

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| no. | date | By | Checked | details | |
| | | | | | |

rev. -

drawing number 8/16/70_103

NOTES

| no. | details |
|---|---|
| 1. | All white lining to be laid in accordance with "The Traffic Signs Regulations and General Direction 2016". |
| 2. | All equipment and installation are to be in accordance with the Appendix 12/5 Torbay Council (TC) Traffic Signal Installation Standards. |
| 3. | All proposed road crossing chambers and controller inspection chamber to have composite anti slip covers. |
| 4. | All proposed ducting under the footway should have at least 450mm of cover. All proposed ducting under the carriageway or vehicle access should have at least 750mm cover. |
| 5. | All proposed duct runs shall be straight from one access chamber to another. Ducts shall not be bent around other existing services. All duct shall be orange, 100mm in diameter, high density, smooth walled inside. |
| 6. | 4 no. of 100mm diameter ducts shall be laid between the controller inspection chamber and the controller cabinet base. |
| 7. | NAL controller cabinet base will be installed. Base type will depend on the controller manufacturer. This must be agreed with Torbay Council. |
| 8. | All new duct chambers to be NAL stakka type. |
| 9. | 1 no. of 50mm diameter orange duct (smooth bore) to be laid between the controller and electric feeder pillar. The cable should be identified as LV. |
| 10. | 1 no. of 50mm diameter duct (smooth bore) to be used at loop positions where under kerb ducts are used. |
| 11. | Signal heads located on poles at 500mm from carriageway will need to be side mounted or extension brackets will need to be installed to gain minimum clearance (or poles rotated 45deg). |
| 12. | Hard standing area to be built around the controller and the electric feeder. |
| 13. | The signal contractor will allow for up to six configuration changes post site commissioning as requested by Torbay Council's signal engineer or representative. |
| 14. | The signal contractor is required to disconnect the communications link from Shiphay Lane, retain and reconnect in the new controller cabinet. Should the existing cable be too short, then it should be terminated into a communication pillar with a new cable installed between the pillar and the controller cabinet. |
| 15. | The signal contractor is required to remove the existing UTC UG405 O.T.U. which is to be retained for maintenance purposes. |
| 16. | The signal contractor is required to provide a new Stratos outstation, integral or standalone, depending on controller manufacturer, including relevant licence's. |
| 17. | The signal contractor is required to provide, install and configure a new Westermo BRD-355 ADSL router in the new cabinet. |
| 18. | The signal contractor should arrange for the latest MOVA licence for the hardware platform. |
| 19. | All proposed poles to be installed into a NAL RS115DF to suit 740mm planting depth with manufacturers pole restraint system fitted and waterproof grommets at the pole/socket interface. |
| 20. | The lowest part of any signal head assembly including brackets to have a minimum clearance above the finished ground level of 2.4m. |
| 21. | Nearside indicators and push button control units in main footways are to be positioned at 25-30% to the kerb face; unless otherwise agreed with Torbay Council's signal engineer. |
| 22. | Where two signal heads (twin) are positioned adjacent to each other on the same signal pole Contractor shall ensure the structural stability of signal pole. |
| 23. | All crossings to be installed in accordance with BVPI 165. All existing drop kerbing and verges should be fully reinstated. Any obstructions to new crossing positions should be removed. |
| 24. | The locations/sizes of all proposed loops are indicative and must be placed on site by a suitably trained engineer and shall be sited under the instruction of the Torbay Council Traffic Signals engineer. |
| 25. | Final equipment positions to be agreed on site with the Torbay Council Traffic Signals engineer. |
| 26. | The setting of the green arrow aspect angles must be confirmed onsite with the Torbay Council Traffic Signals engineer. |
| 27. | This drawing to be read in conjunction with Risk Assessment and Technical Proposal of the scheme. |
| 28. | Loops must not be closer than 1.0m to carriageway ironwork. |

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No. LA07978 Torbay Council.

NORTH

| drawn | scale(s) |
|---|---|
| RJW | 1:200 @ A1 |
| checked | date |
| NW | 13/10/2021 |

TDA
TOR HILL HOUSE TORQUAY, TQ2 5QW
TEL. 01803 208973 ; FAX. 01803 208976

TORBAY COUNCIL

SCHEME TITLE

TORRE STATION TRAFFIC SIGNALS UPGRADE

DRAWING TITLE

Proposed Signals and Loops
Page 2 of 2

Purpose: FOR TENDER

drawing number 8/16/70_103 | rev. -