



REVISIONS

no.	date	By	Checked	details
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NOTES

no.	details
1.	All white lining to be laid in accordance with "The Traffic Signs Regulations and General Direction 2002".
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 600mm 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.	6 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 CC.
8.	All duct chambers to be NAL stakka type.
9.	1 no. of 50mm diameter black duct to be laid between the controller and electric feeder pillar.
10.	1 no. of 50mm diameter grey duct to be laid between the controller and BT pillar.
11.	1 no. of 50mm diameter duct to be used at loop positions where under kerb ducts are used.
12.	Hard standing area to be built around the controller, the BT communication pillar and the electric feeder.
13.	The signal contractor will allow for up to six configuration changes post site commissioning as requested by Torbay council signal engineer or representative.
14.	The signal contractor is required to remove the existing Westermo router, safely store and re-install in new cabinet.
15.	The signal contractor is required to remove the existing Stratos UG405 OTU and associated wiring and re-install in new controller cabinet.
16.	The signal contractor should arrange for the latest MODVA licence for the hardware platform.
17.	All proposed poles to be installed into a NAL RS115 pole retention socket.
18.	The lowest part of any signal head assembly including brackets to have a minimum clearance above the finished ground level of 2.4m.
19.	There shall be a minimum clearance of 450mm between the edge of the signal head and the edge of the carriageway, extension brackets to be installed to achieve this if required.
20.	Nearside indicators and push button control units are to be positioned at 25-30% to the kerb face; unless otherwise agreed with Torbay councils signal engineer.
21.	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 and provide a base plate where necessary.
22.	All crossing to be installed accordance with BVP1 165. All existing drop kerbing and verges should be fully reinstated. Any obstructions to new crossing positions should be removed.
23.	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.
24.	Final equipment positions to be agreed on site with the local highways signal engineer.
25.	This drawing to be read in conjunction with Risk Assessment and Technical Proposal of the scheme.

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RJW

scale(s)

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checked

NW

date

04/10/2019

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SCHEME TITLE

BROWNS BRIDGE ROAD  
MOVA UPGRADE

DRAWING TITLE

Removal of Existing  
Traffic Signal Equipment

drawing number

8/16/68\_103

REV.

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8/16/68\_103

drawing number