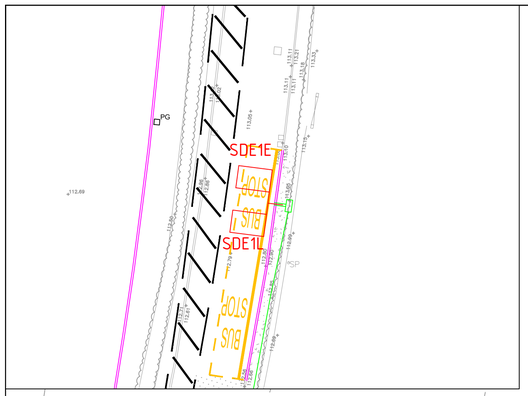


N

The location for the new traffic signal controller and associated feeder pillar is to be confirmed.

Notes - Traffic Signal Contractor

Technical Specification for Traffic Signal Equipment

Proposed Signal Controlled Junction

A228 Malling Road / Kent Street, Kings Hill

The site is located at map reference Eastings: 566531.17 & Northings: 154758.82

All new traffic signal equipment is to be provided throughout.

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/2023/0202/S/1 (latest revision).

All traffic signal poles are to be coloured grey. Pole Nos. 1, 3, 6 and 7 are to be 4m un-slotted straight poles and Pole Nos. 2, 4 and 5 are to be 4m un-slotted curved cranked poles.

On crossing detectors are required on Pole Nos. 1 and 2. The detectors shall be KCC approved microwave units. Above ground microwave vehicle detectors are also required on Pole Nos. 1, 4 and 7.

System D loops with speed detection are required on both of the A228 Malling Road approaches, with the loops implemented at a distance of 12, 25, 39 and 79m from the stop line.

Kerbside detectors are required on Pole Nos. 1 and 2. The detectors may be KCC approved stereoscopic units (used in full stereo) or alternatively the detectors may be KCC approved radar units.

A 1m outreach bracket is to be provided on Pole No.3, in order to side mount the signal head.

Tactile indicators are required on all push button units, however audible signals are NOT to be provided.

All signal hoods shall be of the primary type unless otherwise shown on Drawing No. KCC/ITS/2023/0202/S/1 (latest revision).

Dimming by photo-electric cell is required and the cell will be fitted on Pole No. 1.

Supply, installation and commissioning of a new TELENT Integral OMCU to current KCC Specification capable of monitoring all detectors and the illumination of all traffic signal aspects and push button "WAIT" panels (including LED equipment) is required. The GSM SIM card will be provided by KCC.

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

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 65m in advance of the stopline on both of the A228 Malling Road approaches. The HFS shall extend to the first row of pedestrian studs beyond the stopline and all HFS is to be coloured black.

This drawing shall be read in conjunction with Kent County Council (KCC) Standard Details:-
This drawing shall be read in conjunction with KCC Standard Details:-

KCC/HTW/500/023 to 028 - Ducting, Junction Pits & Boxes.
KCC/HTW/1100/016 - Layout of Signal Controlled Ped Crossing.
KCC/HTW/1200/011 - Traffic Signal Controller Cabinet Installation.
KCC/HTW/1200/012 - Feeder Pillars.
KCC/HTW/1200/013 - 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.

The centres of all traffic signal poles shall be located 0.5m from the pedestrian stud line / tactile paving where applicable & all poles are to be installed in NAL retention sockets. All traffic signal poles are to be located as shown and their final locations are to be marked out on site by a KCC Traffic Signal Engineer prior to their installation.

The contractor is to arrange for a dedicated DNO electricity supply (UKPN in Kent) to the electricity feeder pillar near to the traffic signal controller. KCC will require the MPAN identity of the new supply so that the future energy charges can be taken over from the traffic signal commissioning date. The duct network for the electricity supply shall be independent from that of the traffic signal installation.

The civils contractor is to arrange for a 'BT FTTC VDSL (Fibre to Cabinet DSL) broadband connection with static IP address' to be provided to the communications pillar located in the vicinity of the traffic signal controller. The exact location of the pillar will be confirmed by KCC's current provider prior to its installation, contact details for the current provider are to be obtained from a KCC traffic signal engineer.

The Street Lighting in the vicinity of the proposed traffic signal junction is to be assessed to ensure conformity with current national standards.

A hard standing area is to be provided around the controller and associated electricity feeder pillar. The controller root shall be galvanised and in addition the root shall be clearly marked with the finished ground level to assist the civil engineering contractor during installation.

Ducting shall be adjusted locally to avoid existing Statutory Undertakers Plant, the details of which 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.

New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated.

All existing road markings that conflict with the proposed are to be removed and all proposed lining details are to be implemented in accordance with the latest revision of Traffic Signs Regulations & General Directions (TSRGD) and are to tie into the existing lining.

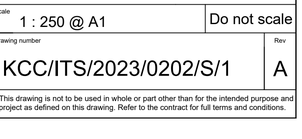
Notes

KCC/ITS/2023/0202/S/1

Key

- Junction box 550 mm depth (no under kerb ducts)
- 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)
- Junction pit 550 mm depth (no under kerb ducts)
- Junction pit 550 mm depth (with under kerb ducts)
- Duct FW/1 100 mm dia
- Duct FW/2 100 mm dia
- Duct FW/3 100 mm dia
- Duct FW/4 100 mm dia
- Duct CW/1 100 mm dia
- Duct CW/2 100 mm dia
- Duct CW/3 100 mm dia
- Duct CW/4 100 mm dia
- Signal controller cabinet
- Electricity supply pillar for dedicated unmetered DNO connection
- BT termination pillar
- AX Vehicle detector loop and identity
- Traffic signal and pole
- Traffic signal with secondary hoods
- Pedestrian signal
- Far side Toucan pedestrian / cycle signal
- Standard pole
- Short pole
- Curved crank pole
- 6m pole
- Pedestrian/Puffin/Toucan push button unit
- Pedestrian push button unit with tactile cone
- Nearside toucan ped/ cycle signal with combined push button unit and tactile cone
- Puffin pedestrian signal with combined push unit and tactile cone
- Equestrian nearside signal with push button
- Equestrian nearside demand unit
- Microwave vehicle detector
- Pedestrian / cycle on crossing detector
- Infra Red pedestrian or vehicle presence detector
- Visual pedestrian or vehicle presence detector
- Photo electric cell
- Bus priority receiver
- Post mounted loop detector housing
- CCTV unit mounted on traffic signal pole
- Layout of blister tactile surface modules (red)
- Layout of blister tactile surface modules (buff)
- Dropped kerb (not at signalled crossing)
- Roadstuds
- Existing lighting column
- Guardrail type PG/3 – HV (staggered infill bars)
- HFS (All HFS to be coloured Dark Grey or Black)
- Traffic bollard (keep left)
- Proposed lining details–to tie in with existing
- Kerb/ footway alignment–proposed

STAGE DIAGRAM



Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
A	JULY'24	KERBLINE REVISED	PT	TB	TB
0	FEB'23	FIRST ISSUE	PT	AWM	TB

Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford
TN24 8AD
Tel: 03000 418181

Project
Proposed Crash Remedial Scheme

Drawing title
Proposed Traffic Signals
A228 Malling Road / Kent Street
Kings Hill
Site Ref: TBC

Drawing status
DETAILED DESIGN

Scale
1 : 250 @ A1
Do not scale

Drawing number
KCC/ITS/2023/0202/S/1

Rev
A