

6 October 2020

06 October 2020

11:02

ADEPT Traffic Systems Group (TSG) Committee Meeting Tuesday 6 October 2020, 11:00 to 13:00 Via Teams

Attendees

Richard Ling, Cambridgeshire
Ellis Clarke, TfGM
Gafoor Din, Warwickshire
Gary McCracken, Northern Ireland
Adrian Gray, Hampshire (Chair)
Jayesh Parmar, Leicester
Michelle Fillingham, Bournemouth Christchurch and Poole
Roy Gordon, Northern Ireland
Sally Gibbons, DfT
Bruce Slattery, Jacobs
Kornelis VanTuyl, TfL
Dave Kinnard, Cardiff

Agenda

1. Apologies for Absence

Cameron Ferguson, Transport for Scotland. (Now moving to a new role)
Jack, Pulker, TfL
Richard Dolphin, TfGM
Highways England

2. Minutes of last meeting 9 June 2020

Agreed

3. ADEPT Transport and Connectivity Board

- Future role for TSG

Use of Microsoft Teams has improved attendance of meetings and may offer opportunities for future TSG meetings. ADEPT Transport and Connectivity Board has changed the way they work recently and we could modify our meetings to

match, looking into specific and current issues each meeting, focussing on how TSG might contribute to the debate with our perspective as practitioners.

Suggestion to look at LTN 1/20 (Cycling), how does this look different in a rural authority to a more urban one? What is our position on CAV and legacy traffic signals? GD mentioned how some subjects have still not cascaded to local authorities, for example the removal of PSTN lines. Other topics included moving back to promoting bus travel, loss of tungsten lamps. SG agreed that ADEPT and local authorities could help distribute information, it is a two-way conversation with DfT and ADEPT. Some DfT advice sent out in May in regard to COVID schemes needing slight alteration for Tranche 2 schemes. The initial schemes in Tranche 1 were often reactive, where Tranche 2 are tending to be more permanent proposals. Suggestion was to use ADEPT and TSG more of a conduit in the future for information dissemination. It was agreed to pick out some areas to help in the two way conversation between practitioners and those preparing guidance and information. GD suggested a ground up approach to topics such as Chapter 6 and the new DMRB issues.

To improve interaction between TSG and authorities, consideration to be given to a virtual open meeting rather than the traditional physical meetings. General support for this. RL raised the potential issue of limited numbers allowed on the free Zoom service and the support required to provide a quality service like the sponsored JCT Symposium. MF suggested JCT may be able to provide assistance. BS mentioned how control is needed to manage large numbers in virtual meetings, GD highlighted how the organiser may require a high-quality broadband connection, ref to JCT Symposium arrangement. Some support needed to cover more of the foundation topics of signals, providing good support for the new starters in the sector.

ACTION AG to investigate logistics of running the Open virtual meeting ourselves in the first instance.

4. TOPAS update

RL has now taken on the role of vice-chair of TOPAS, with Keith Manston (Siemens/ARTSM) taking the Chair.

- 2021/22 spec reviews.
Numerous specs are currently out for review, please see topasgroup.org for list. We need to encourage our regional groups to engage in the review discussions, ensuring the emerging specifications meet our needs.

DK involved in the TOPAS 2500 review. A few queries were raised including timings and the manual panel in being disabled not disabling the on/off switch. RG highlighted that within his organisation (NI) TOPAS and specifications are sometimes highlighted.

- Non-prescribed signs. Issue of some signs being TOPAS registered but them not being able to be used in a compliant way, the example is an arrow mounted on a vehicle. Other issues relate to VAS signs using non-approved sign faces. Speed Indicator Devices (SIDs) are not signs and should only be used under non-TSRGD/highway powers. Local Authorities need to be aware that manufacturers are mixing 'approved' pieces of equipment/signs but they are then a non-approved design

to put on the highway, under normal highway powers.

ACTION AG to go back to TOPAS to say that we do not support using TOPAS registered products in a non-approved manner. AG, SG and RL to discuss further with TOPAS.

5. DfT up-date

SG's update. Network management guidance from May was agreed to be revised shortly after. This has now been revised and will be sent to AG for a narrow circulation. Part 6 being actively looked at by others in DfT. Moving Traffic offences will provide for full cost recovery of local authority enforcement. An initial surplus may accrue, but likely to reduce quickly as compliance improves. Systems will need to be financially sustainable and may prove a double-edged sword for local authorities where expectations for greatly increased enforcement require significant and continuing financial support.

6. Highways England update

Not present to provide update.

7. Round table issues, including up-dates from Regional Groups

Eastern Region.

Virtual meeting held on 30 September 2020. Many authorities approached from companies looking to sell products in response to Covid, general feedback was that there is little benefit although the technology has potential benefit for other users in long term.

Presentation made by Richard Gibson from IDT on how their Wi-Fi mesh equipment can be used as a low cost journey time monitoring system. Cambridgeshire is using their iCell router to provide low cost 4G IP connection. Connecting this to the UTC system to replace all of their existing PSTN/3G remote monitoring.

Hertfordshire have used the rich condition data within their IRC (Peter Routledge) IMTRAC asset system to successfully bid for a large amount of investment in their signals asset.

Pressure on resources in authorities due to high cost of traffic management to maintain loops on high speed slip roads, many looking to overhead detection options in MOVA.

There was an open discussion on where local authorities are looking at the next generation of SCOOT, options being SCOOT 7 (TRL), Fusion (Siemens) and Inflow (Dynniq), added are many of the emerging AI options like Vivacity.

No other regional meetings recently held.

8. General issues/discussion

- Covid-secure push button units
Raised by RG, various push button are used in the Republic, are the larger ones used in other areas of the UK, these would solve the problem of finger touching, allowing elbow pushing. TfL not looking at Covid buttons but changing the way the crossings operate instead. SG has been approached by many companies but the increased risk of pushing buttons is not high compared to other street furniture. Questions are how the devices interface safely, TOPAS issue? General agreement was not to change the push buttons for Covid only but other disabilities need to be catered for. The larger buttons with a blue arrow are not within the TSRGD.
- Detection of carbon bikes
Complaints about non-detection. GD suggested using overhead detection or even a push button. MF highlighted the safety problem of not detecting carbon cycles on shuttle working bridges using loop detection all red clearances. BS, as a carbon bike user, mentioned detection needs to improve but we also need to look at improving extending phases to reduce gapping out. EC is using Piezo electric in dedicated lanes but they are expensive, £1000 per approach.
- 5G BT Telecom Kit on ITS Assets
Letter received by DK in Cardiff from Department of Culture, Media and Sport that local authorities will provide support to help 5G rollout, in relation to allowing equipment to be positioned on signals etc. Potential £300 fee/income for this. No other authorities had been contacted.

ACTION AG to circulate letter previously sent from Dave.

- Wimag detection. Reliability problems. Water ingress into NAL holder system, gel has been offered to DK at Cardiff. On another installation the range was not as much as expected in the design. MF has 4 sites, 3 with problems. Two issues resolved easily but the remaining high profile site was removed, £900 site visits, not looking to do anymore on MOVA/SCOOT sites.
- SPATULA group requesting input from this group. GD offered to be contact for group, also RG as it would help with his other discussions internally.

ACTION AG to put forward GD and RG as contacts for SPATULA

- Maintenance of detector loops and other equipment on high speed slip roads, Cambridgeshire. GD at Gaydon managed to get HE to replace any faulty loops. When loops fail they are looking at overhead detection detectors, i.e. AGD 318. New products are emerging.

9. Open Meetings

See above, virtual meeting being looked into by AG

10. Future agenda items and dates for next meetings. Dates listed in 12 below.

11. Any Other Business

Earth spikes in Cambridgeshire. These require RCDs to be fitted and tested every 6 months.

Long pedestrian crossing lengths. Nothing now set in Chapter 6, previous max 15m length removed, down to authority to decide, there are 26m long ones in London.

12. Date of next meeting(s) 2021 with an open (virtual) meeting on February 2nd.

- February 2nd
- June 29th
- October 12th