

Message from the Chairman

Dear Readers,

Unfortunately I am not in a position to report that the lingering uncertainty over the funding of the UDG has been resolved. When this newsletter reaches you, we will be holding exploratory meetings with ITS(UK) and RTIG-INFORM. In so doing, the UDG is simply continuing its ongoing obligation to ensure that it does the best job in fulfilling its role. A three-month exploratory phase is planned where ideas may be exchanged freely, running from 1 September to 30 November. Emerging from this, the UDG will identify one or more specific opportunities for strategic revision of structure and operations. We plan to review the situation at our next management meeting on 18 October including discussions on alternative business models for the UDG.

I remain convinced that the role and duty of the UDG to maintain the UTMC initiative must be kept professional and reliable, and the resources as robust as circumstances will allow.

Simon Beasley
Chair, UTMC Development Group



UDG News

The past quarter has been something of a curate's egg¹ for the UDG: good in parts. On the downside, we still do not have any secured funding from Government, and we are therefore having to operate on an even more financially conservative basis than usual. This is not a great surprise in the current economic climate, of course. At working level we still have good relationships with officers from DfT (and the HA, who provided our central funding channel - last financial year), and it is clear that they still value UTMC as an initiative. So, we keep making our case, and hope that things will get better.

In this difficult phase we owe a debt of gratitude to our secretariat – Ben, Mark and now Steve George who brings in the TIH “history” – for continuing to provide a support service pro bono.

On the upside, the UDG continues to provide a valuable strategic and technical forum for those involved in traffic management technologies. Work on the Tech Spec updates has not stopped – see below. We have not completely dropped our events calendar: we are not having a full-scale Conference this year but we are organising, jointly with ITS (UK), a one-day seminar in Newcastle (16 November) to which members will have free access. In addition, we continue to work, behind the scenes, with our colleagues in other initiatives to ensure that UTMC plays its part in the “joined-up” world of ITS.

We are looking at opportunities to streamline and to join up more effectively, and earlier this year we had a public consultation on options for the future of the UDG should Government support dry up permanently. This consultation produced a flurry of responses, all thoughtful and informed; a document summarising these is available at: <http://www.utmc.uk.com/discussion/index.php>. Thank you to all those who submitted their ideas.

In sum, there was strong support for the continuation of the UTMC initiative, and strong opposition against it becoming a commercial activity. Numerous areas of potential collaboration were identified, of which by far the two most significant were with ITS(UK) and RTIG-INFORM – with both of whom we already have close links. We are currently exploring both of these opportunities, and will of course keep you updated with developments.

You may recall that the UDG gave evidence to the House of Commons Transport Committee, earlier in the year, as part of their inquiry into “effective road and traffic management”. The Inquiry has now finished and their final report, “Out of the jam: reducing congestion on our roads” is available at: <http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/872/872.pdf>.

¹ Punch magazine 9 Nov 1895:

Right Reverend Host: “I’m afraid you’ve got a bad egg, Mr. Jones!”

The Curate: “Oh no, my Lord, I assure you! Parts of it are excellent!”

Pleasingly, the Committee gives a considerable amount of attention to ITS in general and UTMC in particular. Para 5 of the Conclusions and Recommendations section states that:

“The Government clearly has a role to play in working with highways authorities to identify the latest forms of intelligent traffic management systems and how such systems can be used effectively and promoting joint procurement projects, principally through bodies such as the UTMC Development Group... The very nature of ITS, the need to maximise value for money and the need to make the most of limited, skilled resources make coordination between local authorities especially important... The Government should work more closely with those involved in Intelligent Traffic Management systems, including the Highways Agency and local authorities, to ensure that there is greater collaboration and sharing of best practice.”

Needless to say, we fully support these conclusions and will be happy to play our part in assisting Government as it responds to these challenges.

Technical Developments

The Tech Spec has not been substantively updated for a little while, following the major change when the UTMC XML schema was introduced early in 2010. However there are still two active working groups, one on ANPR protocols and one on tunnels and bridges; some working documents are available for public use, though obviously, as unformalised documents, there is a risk associated.

Work on environmental objects remains a priority, although this has suffered from the inevitable delays associated with volunteer drafting. There are many other areas that we see as opportunities: one or two where activity is, in principle, underway although stalled (eg public transport links) but most where we cannot see a practical way to generate momentum in the current financial situation (eg streetworks, electric vehicle infrastructure).

Internationalisation continues to be a goal, with the ITS Directive firmly in mind. We now have active links into active EU projects, as well as at least two opportunities to participate in new projects (for one of which the bid has already been submitted). In mid-September we had a valuable project meeting with a number of European cities and suppliers at which we undertook a briefing on the UTMC philosophy and mechanisms, which went down extremely well.

However, the ambition to establish a modus vivendi between UTMC and the DATEX II project remains thwarted by the continued uncertainty around how DfT/HA anticipate this work proceeding. We remain ready to have discussions – technical or procedural; but we are not sure whom to have discussions with, or what we can sensibly ask. This may even be overtaken by events, as some DATEX II elements are already becoming approved as CEN Technical Specifications.

Collaboration continues with other ITS bodies under the Joint Chairs Group. A third document has been drafted for the National Technical Framework for ITS, concerning data exchange (NTFI02); this is under internal review at present but is expected to be released for wider consultation before Christmas.

News from Highways Authorities

New car park information signs for Newbury

West Berkshire Council has placed a contract with Siemens to design, supply, install, commission and maintain electronic Variable Message Signs (VMS) to provide parking information for car parks in Newbury town centre. Linking to the car park operator's system, new Siemens Elektra VMS will be positioned at key pre-determined destination points on routes entering the town centre. The scheme comprises of ten UTMC Compliant LED signs, UTMC Compliant car park monitoring equipment for Newbury's town centre car parks, GPRS data communications and interface with the Council's existing Car Park Management Systems. This will provide dynamic export of car park occupancy data to the VMS control system.

The information for drivers will also embrace the new multi-storey underground car park in the Parkway Shopping Centre and residential development that is scheduled to open in the town centre in October. Parkway's developers, Standard Life Investments, are funding the entire project.

The Newbury VMS will be controlled and monitored using the existing UTMC system at Reading Borough Council. The contract which includes design, manufacture, supply, installation, testing, commissioning and documentation of all equipment, will be administered by West Berkshire Council.



TRANSPORT SCOTLAND COMMITTED TO UTMC ON NEW INFRASTRUCTURE PROJECTS

M74 Extension & M80 Upgrade



All-purpose gantry variable message signs on M74 extension.

Transport Scotland has installed Techspan MS4 UTMC compliant signs on Scotland's newest motorways, the M74 Extension and the M80 Upgrade.

A number of the signs installed are the all purpose gantry variable message sign (APGVMS), a development that Transport Scotland and Techspan have jointly been progressing. The APGVMS has dual functionality to operate either as a traffic information variable message sign (VMS) or a lane control signal, and has been developed as 1, 2 or 3 lane versions. The 1 lane version is similar in size to a lane control signal; however, the 2 and 3 lane versions span the width of the lanes they are designed to manage. The key to the dual functionality is within the sign software and addressing, where a single physical sign can have up to 4 individual addresses. Address 1 controls the sign as a whole when acting as a traffic information VMS; addresses 2 to 4 address the specific areas of the sign over a given lane when being used as a lane control device.

Forth Replacement Crossing (FRC)

The FRC scheme will provide an additional road crossing of the Forth Estuary.

The design is for a new 2.7 km cable-stayed bridge with three single column towers, wind shielding and a single deck carrying two general lanes of traffic and hard shoulders in each direction. The existing Forth Road Bridge will be retained as a dedicated public transport corridor for buses, taxis, pedestrians and cyclists.

New motorway standard roads will link the crossing with existing and improved infrastructure. Construction is due to commence in late 2011, with the new bridge opening in 2016.

Within the scheme design, Transport Scotland has incorporated a range of UTMC compliant Intelligent Transport System technology; comprising overhead signal gantries, ramp metering and strategic VMS.

- Automatic mandatory variable speed control and metering of traffic joining the carriageway will help maintain a consistent flow of traffic and limit congestion to make journey times more reliable.
- During incidents or periods of congestion when demand exceeds capacity the system will set signals and message signs to inform and advise drivers to effectively manage incidents and reduce queues.
- The ITS system will support the operation of a public transport bus link. If the existing Forth Road Bridge is closed, such as during periods of high winds, the ITS system will redirect bus traffic to the Forth Replacement Crossing and operate the hard shoulder as an integrated bus and refuge lane.

The schemes new signalised junctions and ramp metering sites will be managed and controlled from the Traffic Scotland Control Room. This approach offers

Transport Scotland opportunities to further enhance its local traffic management capability at both ends of the FRC scheme in relation to the Fife ITS scheme and the City of Edinburgh's UTMC system and strategic traffic management on a national scale.

The technology being delivered and in the planning stage on our new infrastructure demonstrates that Transport Scotland is committed to delivering value for money quality solutions through the appropriate use of UTMC in achieving Integrated Network Management across urban and inter-urban boundaries.

For more information, please contact Allan Hill at: Allan.Hill@transportscotland.gsi.gov.uk



An artist's impression of Forth Replacement Crossing from North Queensferry.

New traffic management system released by Siemens

The latest version of Comet, the advanced traffic management and information system from Siemens, has been upgraded and released by the company. The new software release of Siemens' UTMC common database solution incorporates several additional key features including an innovative Strategy Manager, unequalled elsewhere on the market.

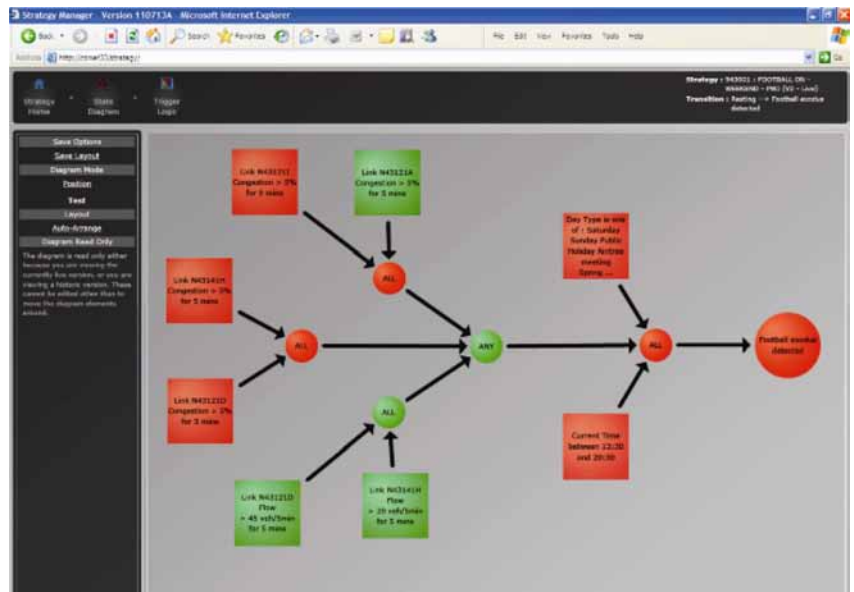
According to the company's Systems Marketing Manager, Mark Bodger, the latest version of Siemens' Comet represents a quantum leap from the previous version.

"Comet's scalable, modular design has always allowed a customisable solution from a common set of software building blocks to provide the optimum implementation. With the new Strategy Manager, the automatic conversion of any existing strategies into two states streamlines the upgrade and evolution process," he said.

Signalling an entirely new approach, the key features of the new Comet Strategy Manager include visual 'drag & drop' configuration of multiple states and triggers as well as enhanced triggers for automated strategies, fault status and critical equipment with visual testing and monitoring of triggers.

Configuration now makes extensive use of flow charts and simple drop-down menus with easy analysis of why changes occur. The latest software release also provides users with upgrades to the latest UTMC standards, an email adapter for incident and event notification to external users and additional adapters for linking non-UTMC systems data into Comet.

Further new features include the latest UTMC standards interfacing for Automatic Number Plate Recognition cameras and system based classification for Journey Time Monitoring to support multiple camera suppliers. The new software functionality has also been designed using the agile method incorporating continuous feedback from customers and engineers.



Engaging the customer in both test and development sprints enables a succession of outputs to be presented to customers and small updates to be released more quickly on a regular basis.

Supporting the company's approach, Peter Jones, ITS Manager – Development & Innovation, representing 2020 Liverpool Limited stated:

"It's a giant leap forward in customer satisfaction. It's highly rewarding to be working so closely with Siemens to accelerate the development and delivery of improvements to Comet and in turn continue to enhance the management of the road network in Liverpool."

Comet users benefit from a regular programme of software releases to provide new and enhanced features. Using a Comet system allows traffic managers and operators to control and monitor their urban networks more easily, while delivering meaningful, timely and accurate information to the travelling public.

UTMC and NAAS compliant – CA Traffic Evo8 offers extensive cost-sharing opportunities

The latest development in Automatic Number Plate Recognition (ANPR), CA Traffic's fully integrated Evo8, delivers a cost-effective dual lane high performance ANPR camera for journey time management, police usage, tolling or access control, and more.

In a recent ground breaking project a number of Evo8 cameras were installed in Buckinghamshire supplying both UTMC compliant and NAAS (National ACPO ANPR Standard) compliant data. Many of the cameras are dual lane systems, recording data from two full lanes of traffic, (either bi or uni-directional), cutting down on both hardware and infrastructure costs. Evo8 generates two differing data packets which are transmitted to separate locations, the majority via Ethernet. However, systems supplied into rural locations utilise on-board 3G/GPRS modems for data transmission:

- UTMC compliant license plate data is delivered back to the Buckinghamshire Cloud Amber UTMC database in Aylesbury. This will give Bucks County Council staff the ability to monitor and analyse traffic flow in the area and will also enable the UTMC system to make real time alterations to devices, such as traffic light timings, to help ease congestion in and around the town.
- NAAS (National ACPO ANPR Standards) compliant data is also supplied by the Evo8's to Thames Valley Police HQ in Oxfordshire. This data incorporates additional colour overview images for Policing purposes.

For authorities where budget sharing is an available proposition, Evo8 reduces the need for duplicate infrastructure and offers an effective cost-sharing solution for multiple agencies.

In a further UTMC development, CA Traffic have been involved in an on-going inter-company partnership with Siemens, where Evo8 cameras have been supplying Siemens' developers with a real-time UTMC compliant ANPR data feed, transmitted via a GPRS mobile network directly to Siemens development servers. This has enabled both companies to confirm compliance of their products with the latest UTMC ANPR protocol and to offer inter-operable products to their combined customer base.

Says Bernard Greene, Managing Director of CA Traffic, *"These latest developments have positioned CA Traffic and the EVO8 at the leading edge of UTMC ANPR technology, both at home and internationally."*



International news

Sao Paulo embraces Siemens PC SCOOT

Urban Traffic Control (UTC) systems in the Municipality of Sao Paulo in Brazil have recently been upgraded to Siemens PC SCOOT. The upgrade will further improve the performance of the UTC system and management of the road network in the world's third largest city. PC SCOOT will monitor traffic control equipment at over 100 intersections.

According to Ricardo de Oliveira Laiza, Superintendent of Planning at Sao Paulo's traffic control department, Companhia de Engenharia de Trafego (CET), the system upgrade was successfully concluded at the beginning of the year. *"Siemens PC SCOOT, supporting UTMC protocol, will enable the expansion of our system to 185 intersections. It is a key element of the Rotula and Contra-Rotula projects that are integral to the regeneration of the central area of the City of Sao Paulo"* he said.

Upgrading the existing system to the Siemens PC SCOOT, using PC servers and the latest Windows-based software platform, will help CET's operations and increase the city's road network efficiency. The project includes four new SCOOT control computers and provides scope for additional traffic signal controllers to be connected to the new system.

The existing Telecommand 12 communications infrastructure was also upgraded to extend its life and new UTMC communications were introduced so that future intersections can be connected using the latest UTMC digital communications. PC SCOOT offers users numerous benefits, coupling the proven performance of SCOOT adaptive control with the ease of use, simple installation and migration and reduced equipment and maintenance costs associated with the PC platform. Monitoring traffic in real-time, it optimises traffic signal operation and adjusts the signal timings to match prevailing conditions, thus increasing network efficiency.

Serving a population of 18 million people, the Sao Paulo PC SCOOT system is one of the largest Siemens UTC systems currently installed and further underlines the robustness and scalability of Siemens PC SCOOT solution. Every year, over 16 million people visit Sao Paulo which hosts over 90,000 events every year – mostly conventions, conferences and trade shows.



Spencer Palmer, formerly Deputy Director of Traffic at the Department for Transport, has joined Kent County Council as their Head of Highway Operations. Spencer spent five years at DfT where he was responsible for policy, research, regulation and guidance relating to a wide range of traffic management matters including signs, signals and UTMC.

Spencer has returned to local government (he was Traffic and Parking Design Manager at the London Borough of Bexley before joining DfT) and is now responsible for ensuring the safe operation and day-to-day maintenance of all of Kent's roads. His responsibilities include winter maintenance, reactive highways maintenance, incident management and routine signing and lining operations. Just a few

days into his new role Spencer told us:

"It's great to be back in the front line of local government, delivering essential local services. I have inherited a fantastic team of people here at Kent who have helped the authority achieve high levels of performance and a good reputation. I am looking forward to working with them all to continue to deliver effective services through these challenging economic times. Although UTMC sits in another service area, I am responsible for our brand new state-of-the-art Highway Management Centre (HMC) in Aylesford. This facility brings together my operational teams, contractors and consultants all under the same roof with our traffic management centre. UTMC systems play an important role in helping us to monitor and control our networks."

Anthony Boucher has moved from DfT's Roads Statistics Division to take over from Spencer as Deputy Director of Traffic.

2011 UTMC Calendar

- UDG Management Group meeting, 18 October 2011
- UDG – ITS(UK) Joint UTMC Regional Seminar, 16 November, Newcastle

Other relevant events

- 19th World ITS Congress, 16-20 October 2011, Orlando (USA)
- ADEPT annual conference, 2 & 3 November, Sutton Coldfield
- Smart Cities conference 2011, 23 November, London
- Innovation in Transport for Sustainable Cities and Regions, 29-30 November 2011, Brussels

The UDG Management Group

The Management Group composition is currently as follows:

Chair:	Simon Beasley, Reading BC
Local Authority Members:	Richard Sykes, Hampshire CC Sue Westwood, Kent CC Sunil Budhdeo, Nottingham CC
Supplier Members:	Gareth Tilley, Atkins Glynn Hutton, VMS Ltd Elaine Rodgers, Mott MacDonald
Other Members:	Suku Phull, DfT Dave Kinnaird, Cardiff County Council (for Wales) Brian Maxwell, Roads Service NI (for NI) Allan Hill, Transport Scotland Katie Jenkins, Highways Agency Damian Morris, DATEX
S&SG Chair:	Sunil Budhdeo, Nottingham CC
M&MSG Chair:	Elaine Rodgers, Mott MacDonald

Contact details

This Newsletter is produced by the UDG in cooperation with ITS United Kingdom.

All UTMC related news are welcome for inclusion in future Newsletters. Please send your news to Jennie Martin at ITS United Kingdom, utmc@its-uk.org.uk

For all administrative matters and enquiries please contact the Secretariat at:

secretariat@utmc.uk.com

Further information on UTMC activities and resources may be found on our website at:

www.utmc.uk.com