

Message from the Chairman

"The UDG has elected its Management Group for 2011 – 12. I am honoured to have been re-elected as Chair, but the year ahead promises to be a very challenging one indeed. Developments in ITS, vehicle telematics and renewable and alternative energy sources for transport require that the UTMC specifications and standards are kept up to date and aligned with these developments which are backed by EU policies. Closer to home, the UDG was invited to give evidence at a Commons Transport Committee meeting on "Effective Road and Traffic Management" on 10th May. The lack of integration of street works management system with traffic management system was raised and this remains a challenge for the UDG. We have flagged this issue with the DfT.

I am very excited by the export of UTMC outside the UK, especially with the recent implementation of UTMC systems in Dubai and in Sao Paulo, Brazil. We continue to work closely with our German counterpart, the OCA and look forward to shaping the thinking of the Urban ITS Expert Group.



As we start the new financial year, a lingering uncertainty remains over the funding of the UDG, but I hope that by the time the autumn newsletter is released, I shall be able to report a long term solution to this continuing problem.

I look forward to working with the Management Group to ensure UTMC remains updated to meet the needs of network managers in the UK and elsewhere."

Simon Beasley
Chair, UTMC Development Group

UDG News

The UDG's activities are currently constrained by uncertainties over resources.

Institutionally we continue to operate on the basis of our constitution. As noted in the previous issue, we have an elected Management Group which continues to provide an excellent forum for bringing together client-side and supplier-side communities. At the first MG meeting of the year (11 May), Simon Beasley was re-elected Chair, and Elaine Rodgers re-appointed as chair of the Marketing and Member Services Group.

Re-appointment for the Specifications and Standards Group chair was not possible. Dave Stoner has left Envitia and the world of ITS (temporarily we hope) for a few months' career break. In Dave's place, Sunil Budhdeo (Notts and Coventry) has accepted the chair, with Mark Percival (Envitia) providing some technical continuity in the role of Deputy Chair.

This year we are having no conference, preferring to emphasise the role of UTMC as a platform for multiple functions through third-party events. This will put a greater onus onto us in working with other event organisers, as well as supporting members who wish to carry the "connected by UTMC" message around the marketplace.

The opportunity to provide evidence to the House of Commons Transport Committee was a valuable one, and we are very grateful to Simon for taking the hot seat. The session itself was very friendly and constructive, and the parliamentarians showed a keen interest in what technology could do for traffic management.

The Committee report will not be available for a little while yet but you can see the evidence session in video form at: <http://www.parliamentlive.tv/Main/Player.aspx?meetingId=8350> (our panel starts at about 1:16).

If you would like to see the UDG's original written submission, please get in touch. Following the session we submitted a joint "supplementary" with the Institute of Highway Engineers (proving our credibility in working to join things up!), and this will also be made available once it has been officially accepted by the Committee.

Our contribution to the ITS domain continues to be recognised and acknowledged. Theresa Villiers, Minister of State for Transport, gave UTMC an honorary mention during her speech at the Transport Times Conference in London on 26th May. Her speech can be found at: <http://www.dft.gov.uk/press/speechesstatements/speeches/villiers20110526>

Technical Developments

We have been busy on a number of some internationalisation activities for UTMC. Full details are not yet available for release; however this includes not just European possibilities, but also work in the wider world. As referred to in the Chair's introduction notes, there is a particularly strong line of engagement with Sao Paulo, Brazil: the authorities there are extremely keen on making use of the open specification / multi-supplier framework that UTMC has created.

We remain keen to establish a suitable *modus vivendi* between UTMC and DATEX. Unfortunately the UK's links to DATEX are also caught up in unsettled budgets, and we do not yet know how DfT/HA anticipate this work proceeding. The frustration is that the first three parts of DATEX have just been voted into becoming formal CEN Technical Specifications, and work on formalising a fourth part – which had been UK-led – has been authorised by CEN.

Closer to home we still have a couple of activities underway. Peter Billington (Telematech) is continuing to shepherd the ANPR protocols; while these are not yet finished, they have reached the point where a “working draft” revision is now available (it is published on the UDG website under “current drafts” at <http://www.utmc.uk.com/technical/03.php>). Paul Rose (Amey) is doing the same for tunnels / bridges, and for environmental objects, but these are at an earlier stage and are not quite ready yet for publication, even as working material.

Collaboration continues with other ITS bodies under the Joint Chairs Group. Of the National Technical Framework for ITS, the introduction (NTFI00) and first guidance note (on communications – NTFI01) have now been published - <http://www.utmc.uk.com/library/index.php>. Thank you to those who provided feedback during the consultation phase. We are pleased to say that these are now officially supported by both ADEPT and PTEG.

News from Local Authorities

NEW TRAFFIC INFORMATION SIGNS - LEEDS

Drivers in Leeds will be better informed about any major travel issues in the city centre. Leeds City Council has installed 11 new variable message signs on approaches to Leeds city centre. They will be controlled from the Council UTMC centre, and will be used to tell the travelling public about any major incidents affecting traffic on city centre roads and the Inner Ring Road. They will also be used to give advance information about any major road works.

The signs were produced by VMS Ltd, and are operated from the Mott MacDonald common database. They have two modes of operation: text only, when 4 lines of 14 characters of text can be uploaded, and digital map, when a bespoke design can be uploaded. This allows for text plus a pictogramme, directional arrows, or lane closures etc to be displayed. Flashing amber lights can be included in either mode.



One imminent use for the signs will be to warn the travelling public of the essential refurbishment works to the Inner Ring Road tunnels starting in mid June. Advance notice of the affected weekends will help the travelling public to plan alternative routes, minimising the impact of the works on their journeys.

Leeds is one of the first cities in the UK to make use of signs like this – high definition two colour signs to ensure the right information is presented clearly to road users.

By helping people avoid major congestion the signs should make Leeds an easier place to travel in.

LIVERPOOL EMERGENCY VEHICLE BLUE WAVE

Liverpool City Council is looking to develop an automatic priority system through traffic lights for emergency vehicles by utilising the services own tracking data to operate a ‘Blue Wave’ across the city.

The prime concern of Ambulance and Fire Service is to arrive at an incident as quickly as possible and as safely as possible and the ultimate aim of this project is to utilise Liverpool's developing ITS and UTMC systems to provide every assistance possible to this end.

Liverpool's traffic systems are operated by 2020 Liverpool, which is a joint venture company between Mouchel and Liverpool City Council. The systems would automatically be alerted when an emergency vehicle goes ‘live’ i.e. is allocated to an emergency. At this point, the vehicle's unique ID, its current location and its intended destination will be obtained and used to automatically program a route between the two locations. Along the route, the vehicle will be tracked with constant updates of position and derived speed.

The information will be used to ‘hurry call’ an appropriate stage at each set of traffic signals along the route to provide a quick and safe passage to its destination.

LIVERPOOL EMERGENCY VEHICLE BLUE WAVE (continued)

Should the vehicle divert from the assumed route, this would quickly be detected and compensated for similar to an in-car satellite navigation system. Equally, if two emergency vehicles, on call, arrive at a set of traffic lights from different [conflicting] directions, no priority would be given; leaving it to the individual drivers to negotiate the junction as they would without this facility.

The aims are to **a)** remove the ambiguity at each junction, **b)** ensure other approaches are at red, **c)** ensure pedestrian aspects are at red across the specific approach and, through the signals changing to green, provide a safe path for drivers attempting to clear a path for an emergency vehicle having previously been stopped at red traffic lights.

This facility does not remove any responsibility from drivers on an emergency call yet does provide assistance that should improve their journey times and safety. The system should be as reliable as UTC control although, should it fail or otherwise be off line for any reason, an emergency vehicle will continue in the normal way as it has in the past. The system will be completely automatic requiring only the occasional update as junctions are updated and staging arrangements change.

Discussions with the emergency services in Merseyside have taken place and all parties are enthusiastic about taking this forward. Testing is likely to be by the end of summer 2011.

NEWCASTLE SWITCHES TO SIEMENS UTMC SCOOT

Newcastle's Traffic Signals Group has selected Siemens' latest PC SCOOT system to replace its current Urban Traffic Control (UTC) system. The new system will manage traffic control across the city and the wider Tyne and Wear region and will link into Newcastle's recently installed Mott Macdonald UTMC common database to perform a strategic traffic management function.

According to Steve Farrell, representing Newcastle's Traffic Signals Group, Siemens' PC SCOOT will replace the current system that has reached the end of its working life and will be installed by Siemens in partnership with Newcastle's own works engineers.



“Siemens UTC system offers Newcastle new dual control strategies with the latest SCOOT and MOVA functionalities, which will enable us to improve the efficiency of the road network and reduce congestion on strategic routes to key central areas”, Steve Farrell said.

The new system will initially support around 100 traffic control installations across the Tyne and Wear area. The latest UTMC UG405 outstations from Siemens will be installed into the existing traffic controllers and will make use of a new IP communications network. The solution has been designed to allow easy expansion to more than 200 UTMC outstations in the future.

PC SCOOT offers users numerous benefits, including ease of use, simple installation and migration, and reduced equipment and maintenance costs, all operating on a Windows platform. The advanced features reduce maintenance requirements and provide more opportunities for implementing a range of traffic control solutions, offering seamless integration into new and existing UTMC solutions.

UTMC ENABLED TRAFFIC LIGHT PRIORITY IN COVENTRY



As part of the West Midlands UTMC project, Centro and Coventry City Council are pleased to announce the rollout of Traffic Light Priority to the Foleshill Road and Route 13 corridors in Coventry. Passengers using the number 13 bus route are benefiting from a £2.3 million major programme to improve services that delivers the first West Midlands Smart Route.

Integrated Transport Authority Centro has worked in partnership with Coventry City Council and bus operator National Express Coventry on the scheme. Consultants AECOM have been advising Centro on delivery of technology components including Traffic Light Priority (TLP).

The scheme provides priority to equipped buses at traffic signals linked to the existing SCOOT UTC system. The vehicles request for traffic light priority is activated by means of GPS enabled virtual loops. Once the vehicle passes the virtual loop the TLP request is sent via the National Express Private Mobile Radio (PMR) network to Coventry City Council's UTMC control room.

UTMC ENABLED TRAFFIC LIGHT PRIORITY IN COVENTRY (continued)

This TLP request is converted into an XML message and sent to the UTC SCOOT server. The UTC server, using standard SCOOT algorithms, then assesses if a green extension or early green recall is required and can be granted. The effect of the TLP system is thus to reduce delays to a late running bus allowing it to better meet its timetable.

When a TLP request is granted, a message is passed to the existing UTMC Common Database where it is stored alongside other pertinent information including bus journey times on key route sections. This data will provide evidence of the impact of the TLP system.

The scheme is part of the award winning Prime Lines project, a joint initiative between Coventry City Council, Centro and National Express Coventry which has reduced journey times and made bus travel more attractive across the city.

The first stage of Prime Lines was completed in July 2009 and upgraded several corridors across the City. Buses running along these corridors have already seen an increase in reliability of 26 per cent, with punctuality improving by 40 per cent.

For comments and enquiries please contact:

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BHCC SUCCESSFULLY RELOCATES TRAFFIC CONTROL CENTRE



Tracing Cables: Establishing exactly how the existing infrastructure was configured turned out to be one of the biggest challenges for the project.

Brighton & Hove City Council (BHCC) have successfully relocated their Traffic Control Centre (TCC) from Central Brighton to a new location in Hove. The move was necessitated by a Council wide re-organisation of the BHCC property portfolio and completed to a very tight timescale. Atkins provided full project management and technical support for the project. Working closely in partnership with BHCC officers from throughout the Council helped ensure the move happened with the minimum service interruption to the public and minimal disruption to control room operations. As part of the move, BHCC had to relocate their Real Time Passenger Information (RTPI) System, UTMC Common Database, UTC Traffic Signals, Car Park Operations service, CCTV system and bus lane enforcement suite. All of this needed to be done before the builders moved into the old office location!

Commenting on the move, Atkins project manager Paul Canning noted:

“many of the ITS systems being re-located had been procured some time ago and thus information on their detailed configuration was not available – this proved a particular challenge as we tried to work out exactly what hardware and communications circuits needed to be re-located. Many of the systems were also mission critical to BHCC with big implications for revenue and public service delivery if there was any significant down-time. By detailed planning with all relevant stakeholders, we surrendered the old office space to timetable and moved all the ITS systems with very few noticeable impacts. The UTC system was down for less than a day and the RTPI system for less than a day and a half. BHCC can now look forward to continuing their control room operations from their new location – with a fuller understanding of exactly how their ITS infrastructure is set up and configured.”

CO – CITIES – READING’S FOLLOWER ROLE

Reading Borough Council is a follower city in the European funded Cooperative Cities project (<http://www.co-cities.eu/>), a €4m project under the Competitiveness and Innovation Framework Programme and led by Austrian partners, Austriatech.

The Co-Cities project builds on the currently running In-Time project which has developed a common platform for the dissemination of live and static multimodal travel information between the traffic control centres and the Travel Information Service Providers (TISP’s). In-Time has demonstrated a range of state of the art mobile phone applications for disseminating this information.



CO – CITIES – READING'S FOLLOWER ROLE (continued)

The Co-Cites project is an extension of the scope of the In-Time project to include a wider implementation of the In-Time platform and the development of cooperative services. These cooperative services will feed back information to the traffic control centres from vehicles and travellers enabling the delivery of enhanced network management and travel information services. Different types of feedback are envisaged ranging from real time information which can be acted upon immediately, though to more general comments which can feed into the ongoing development of transport services.

As a follower city, Reading is bringing its knowledge as a UMTC development authority to the project. Reading is currently evaluating the In-Time platform and its compatibility with the UK's UTMC standards to understand its potential application in the UK. Reading is also actively involved in the on-going development of the Co-Cities service definitions and the identification of standards. Reading sees these cooperative services as an exciting step in cost effectively optimising its transport systems and services.

News from service and systems providers

MOTT MACDONALD TO PROVIDE A UTMC HISTORICAL ANALYSIS SYSTEM FOR KENT, UK

Mott MacDonald has been commissioned by Kent Highway Services (KHS) to provide an Urban Traffic Management and Control (UTMC) historical data analysis system. The system will leverage UTMC principles to automatically collect data from front line systems and provide flexible and powerful web-based data analysis facilities to KHS staff.

The project is being introduced to assist KHS staff in producing key performance indicator reports related to network performance. The system will also help KHS staff to produce "before and after" results that will demonstrate the benefits of road schemes as well as inform future strategy plans for dealing with major network incidents.

The system will be implemented using the existing Mott MacDonald Offline Analysis Database solution. Mott MacDonald's role as systems developer will include testing, delivery, installation as well as full documentation and training.

Peter McLeod, Mott MacDonald's project manager said, *"The system will provide users with the capability to retain regularly run configurations resulting in increased operator effectiveness. Mott MacDonald's experience in delivering similar offline analysis databases will help Kent Highway Services define future enhancements in the system."*

Peter continued, *"Within Mott MacDonald we have extensive experience in the provision of tools to enable clients to manage their networks, address congestion, deal effectively with incidents and communicate with the travelling public. Our established Common Data Management Facility (CDMF), which has been developed over the past decade, will this year be operational in over 20 regions across the UK."*

The project was delivered in March 2011.

Other news

DUBAI UPGRADES TRAFFIC CONTROL SYSTEM

Dubai has upgraded its Urban Traffic Control (UTC) system to Siemens PC SCOOT (Split Cycle Offset Optimisation Technique). The contract for the supply and installation of the new Dubai UTC system was awarded by the city's Roads and Transport Authority (RTA) to local agency Scientechnic. In partnership with Siemens, the project was commissioned in record time and seamlessly migrated without any incidents or interruption to the city's traffic flow.

According to Scientechnic's Vijith Mukundan, the advanced PC SCOOT system from Siemens will monitor and control over 300 intersections in Dubai.

"Upgrading to the new system will improve the efficiency of the network and provide the customer with the flexibility to choose communications options for traffic controllers. Windows-based PC SCOOT servers also provide easy maintenance and backup functions," he said.

Dubai's advanced system is now operated by two traffic control computers and one traffic management computer along with an upgraded UTMC-compliant common database system using UTMC V2.0 standard for interfacing with PC SCOOT.

Serving a population of over one million residents, Dubai's network of over 1,000km of major and minor inter-city and intra-city roads is managed by the RTA. With car ownership higher than many major cities and the resultant traffic congestion (the single biggest concern among Dubai's residents), new infrastructure including the Dubai Metro, new bridges and a complex series of new flyovers is planned to help ease future congestion.

ATKINS PRAISES THE USEFULNESS OF THE UTMC PRODUCTS REGISTER



“One area where the Register has proved particularly valuable, says Gareth Tilley Senior ITS Consultant at Atkins, is during business case preparation, particularly within local authorities. In this document, local authorities are typically asked to identify a procurement route and justify which suppliers they will be inviting to tender. As the Register details of relevant products and suppliers it can usefully be used as a place of reference.”

Atkins has regularly discussed the register when working with clients, such as City and County of Swansea Council, Peterborough City Council and Cambridgeshire County Council, to highlight the variety of UTMC products available and their uses. This has been valuable in demonstrating the breadth and marketplace for UTMC equipment when assessing ITS options for the future.

The UTMC Product Register was designed to help purchasers identify suitable products and suppliers when procuring new UTMC systems. The catalogue covers both hardware and software and raises awareness amongst users of the variety of UTMC compatible products in the market.

The process for entering a UTMC Product into the Register can be found at: <http://www.utmc.uk.com/>

People news

Hamilton Purdie, Group Manager Traffic Systems at Glasgow City Council retires at the end of June. Hamilton has been an ardent supporter of UTMC right from the start and helped with securing Glasgow as host city for the annual UTMC conference in 2005 during which the City’s Bus Information and Signalling System (BIAS) was demonstrated. BIAS is now implemented at over 450 sites using Mesh communications at nearly 400 of those.

Hamilton is especially pleased that the BIAS AVL System has now adopted the RTIG standard for Bus Priority, giving good results, and is being installed at some 150 traffic signal sites with the Common Database gathering information on Journey Times along the 120km of bus routes with 560 buses in the City and neighbouring West Dunbartonshire.



“We’re also interfacing with two new RTPI Systems in Ayrshire and Argyll using another Siri interface to allow these other services to display real time information at shelters within our area and on our new TRAFFCOM Website. We’ve come a long way since the early 70’s where most cities used bespoke systems and the two of us in Traffic Control wore white coats and struggled to shoehorn SCOOT into a 32kB computer”.

What an achievement! We wish Hamilton well in whatever he chooses to do after his “official” retirement, and we say “thank you” for his support.

Hamilton’s replacement at GCC will be Andrew Torrance.

2011 UTMC Calendar

13 July 2011 UDG Management Group Meeting

Other relevant events

- IEEE Forum on Integrated and Sustainable Transportation System, 29 June-1 July 2011
- 19th World ITS Congress, 16-20 October 2011, Orlando (USA)
- Innovation in Transport for Sustainable Cities and Regions, Brussels, 29-30 November 2011

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 Andrew Wilson, Highways Agency Damian Morris, DATEX
S&SG Chair:	Sunil Budhdeo, Nottingham CC
M&MSG Chair:	Elaine Rodgers, Mott MacDonald

Contact details

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

