

Management of Electronic Traffic Equipment A Code of Practice

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Introduction

- The purpose and scope of the Code
- The traffic management context
- The asset management context
- Reactive / preventative maintenance
- Recommendations
- Implementation of the Code

UKRLG Codes of Practice

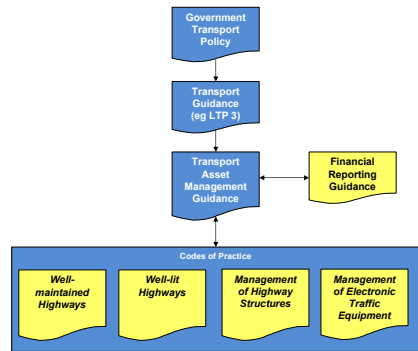
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- Available from the UKRLG website
<http://www.ukroadsliaisongroup.org/liaison/practice.htm>
- Complementary Guidance



Guidance Hierarchy

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With Thanks to the Steering Group

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- Edward Bunting - Department for Transport
- Sally Dutton – Department for Transport
- John Dempster – Transport for London
- Peter Gray – Newcastle City Council
- Donald Morrison – Transport Scotland
- Bill Roberts – Cornwall Council
- Phil Selvidge – Leicestershire County Council

Management of ITS - Current Position

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- Wide range of management strategies, practices and standards
- Minimum management in some cases
- Lack of understanding of requirements in some cases
- Limited use of asset management approaches
- Limited co-ordination with highway maintenance
- Different approaches to procurement
- Short term reactive approach



The Traffic Management Context

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- Traffic Management Act
- Traffic control and monitoring – dramatic increase in recent years
- Reliance on technology
- Safety
- Congestion management
- Design for maintenance
- Allowance for maintenance



Could Authorities?

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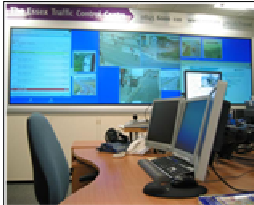
- Defend their maintenance regime for electronic traffic equipment?
- Provide evidence in a systematic way, if required, of design drawings, specifications, performance management and justify decisions?
- Be confident that their maintenance regime is as effective it could possibly be?

Infrastructure v Technology

Purpose of the Code

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- Adoption of asset management
- Regular review of policies
- Needs of users and communities
- Good practice and consistency
- Risk management
- Efficiency
- Integration
- Innovation



Scope of the Code

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- Local authority maintenance
- Fixed location assets only
- Covers non-bespoke systems including:
 - Traffic signals
 - Electronic Signs
 - Road Safety Cameras
 - RTPI systems
 - Traffic Monitoring Equipment
 - Rising Bollards
 - CCTV



The Asset Management Context

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- Promote value for money and continuous improvement to deliver a safe, serviceable and sustainable network
- As described in *Well-maintained Highways*
- Whole life cycle planning
- Data
- Serviceability



Contents of the Code

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- Part 1 – Introduction
- Part 2 – Policy and Provision of the Service
- Part 3 – Reactive maintenance
- Part 4 – Preventative maintenance
- Part 5 – Procurement

Reactive Maintenance

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- Reactive maintenance provides an immediate response to faults and issues that have occurred at a particular asset or within associated systems
- Fault monitoring and reporting
- Fault prioritisation and response times



Preventative Maintenance

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- Preventative maintenance refers to items that require to be dealt with on a cyclical basis, hence reducing the need for reactive maintenance.
- Provides the basis for a life cycle approach
- Whole life costing
- Other considerations



Recommendations of the Code

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19 Recommendations around:

- Systems
- Inspections
- Asset management
- Sustainability
- Procurement



A Staged Approach

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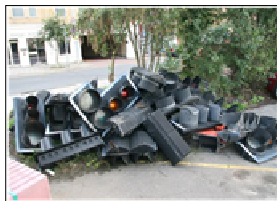
- Stage 1 – Short term measures to provide an operational setup that can manage day to day activities
- Stage 2 – Medium term measures to maintain on an ongoing basis
- Stage 3 – Long term measures to cover a whole life cycle approach



Other Key Issues

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- Qualified personnel
- Data
- Measures and targets
- Prioritising needs
- Energy
- Fit for purpose
- Recycling and reuse



Launch of the Code

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- TSO publication
- UKRLG Website
- Evening lecture
 - CIHT, London, 18 November 2010

In Conclusion

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- The first Code of Practice for the management of electronic traffic equipment
- Due to be published in late summer
- Will be available from the UKRLG website
- Complementary Guidance



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Thank you

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