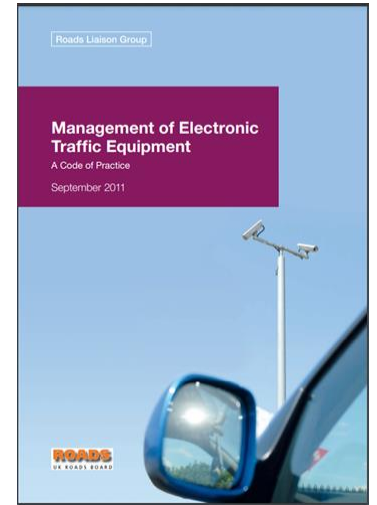




# Management of Electronic Traffic Equipment Code of Practice

Gafoor Din

Service Manager – Traffic Control and Information Systems  
Warwickshire County Council



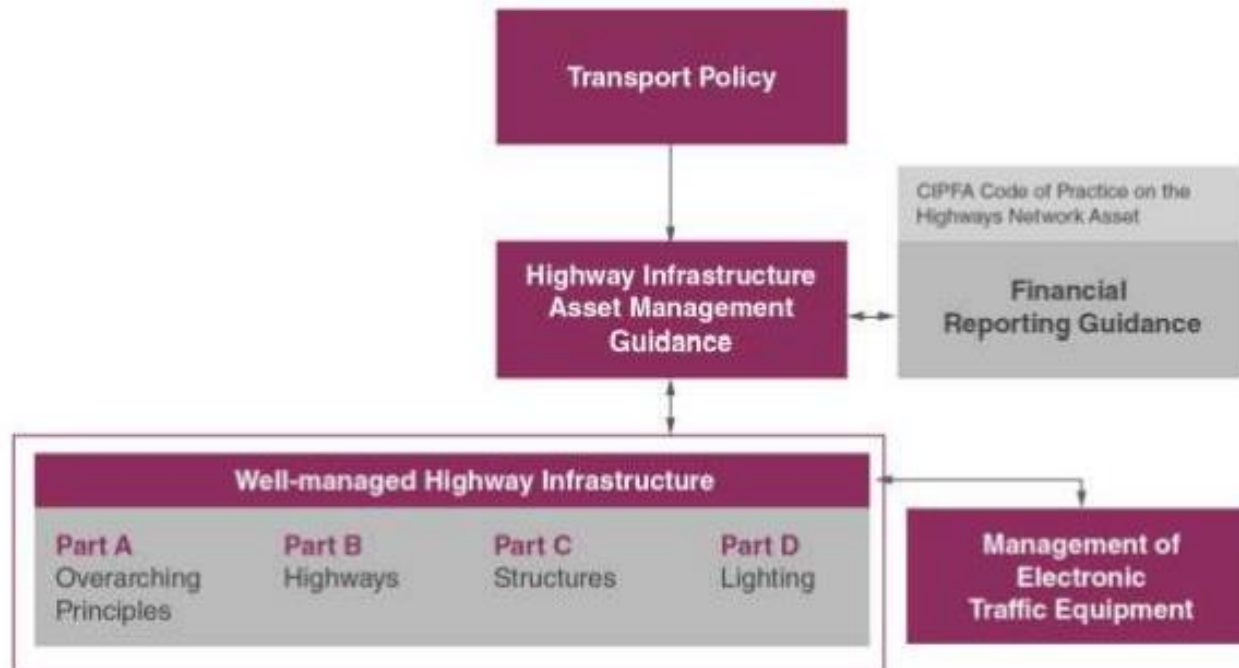
Department  
for Transport



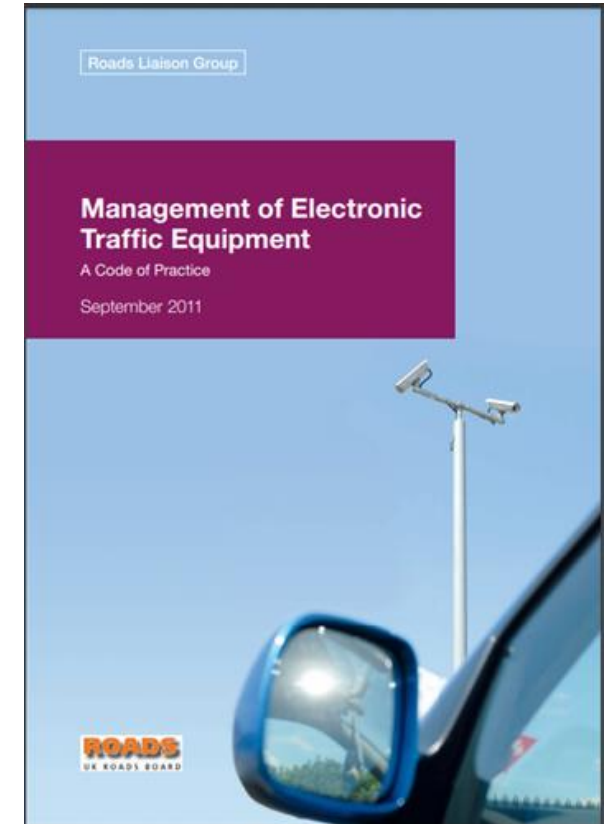
Innovate  
UK

The Transport Technology Forum (TTF), funded by the Department for Transport  
Delivered by LCRIG on behalf of DfT and supported by Innovate UK

The [Roads Liaison Group](#) has requested the [UK Lighting and Technology Board](#) (UKLTB) to review the current guidance documents associated with Part D “Lighting” and “Management of Electronic Traffic Equipment” within the “Well-managed Highway Infrastructure” CoP.



- Section 1 - Introduction
- Section 2 - Policy and Provision of Service
- Section 3 - Reactive Maintenance – various assets
- Section 4 - Preventative Maintenance – various assets
- Section 5 – Procurement
- Appendices



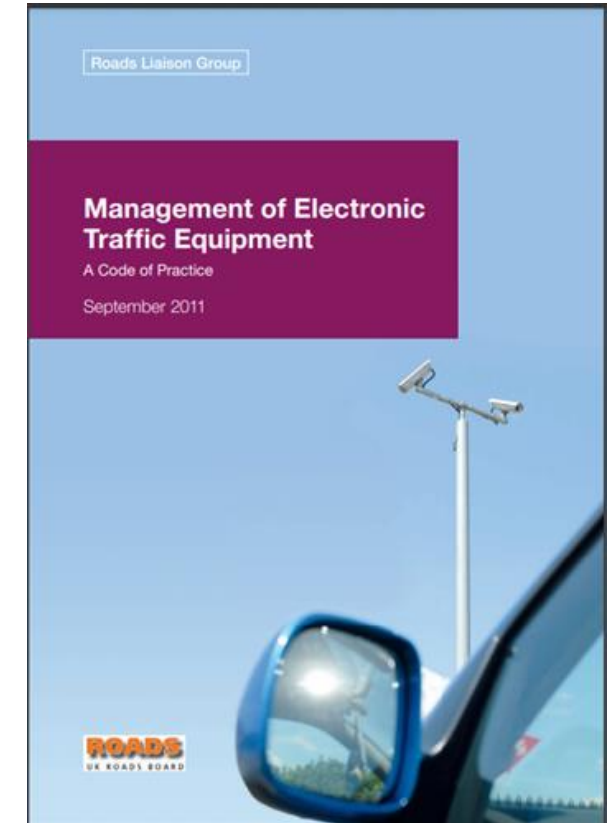
## Recommendations – 19

**Recommendation 1** – All parties involved in delivering the service should seek ways to improve the service to meet the customers' needs. New equipment, processes and strategies should have identifiable tangible benefits, but cost should not be the only consideration.

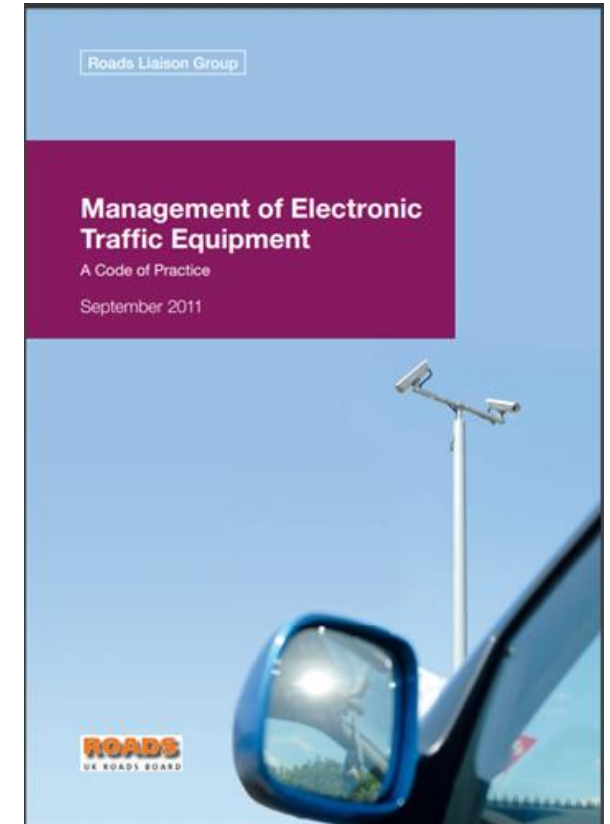
**Recommendation 15** – Authorities should establish effective systems for the transfer of faults from UTC and RMS to an appropriate FMS, with instructions to the maintenance contractor providing enough detail to allow the effective repair of the fault.

**Recommendation 16** – Designers should take account of the whole life cycle of the asset, including installation, maintenance and decommissioning, during the design stage.

**Recommendation 18** – Authorities should satisfy themselves that maintenance contractors have satisfactory procedures in place to provide an effective maintenance service, as required by the contract.



- Stage based approach to revise the CoP
- Stage 1: undertake a comprehensive review of each section of the current CoP to determine:
  1. What can be removed – no longer needed or recommended.
  2. What needs updating – current practice.
  3. What now needs to be included – new technology.
- Stage 1: work in progress and almost complete



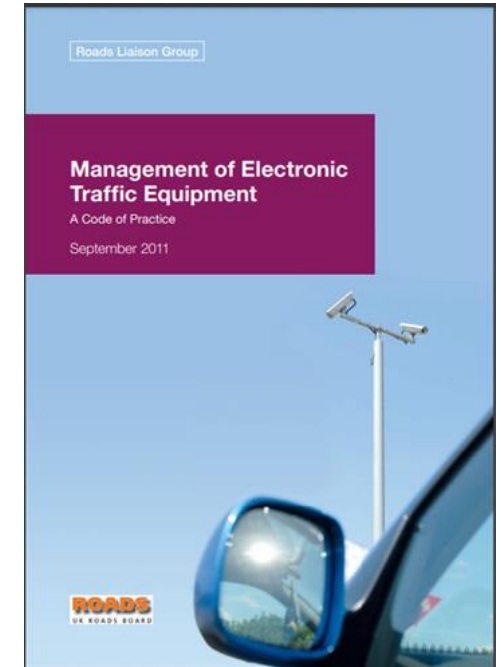
## Stage 1 tasks:

- Need to link to Manual for Smart Streets
  - CoP will be web based - similar format to MfSS
- Introduce missing elements such as:
  - DCIS re. signal controller assets
  - Communications update
  - C-ITS / CAV
  - Migration to LED Signal Heads
  - Data Security

## Estimated timescales:

- Stage 1 Review: almost complete
- Stage 2 Document revisions: 3-6 months
- Stage 3 Review, finalise content and publish: 2-3 months

1. Significant piece of work for Stage 2 and 3
2. Benefit highways authorities and industry
3. TTF are supporting this work
4. Requires input from industry, local authorities and consultancies to volunteer and get involved in updating this CoP.
5. Editorial Group has been formed to oversee the delivery of the revised CoP



If you are willing to help  
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