Aims, Objectives, and Format: For users, by users: to discuss any Mova related issues. The long established format for the Users Group meetings is of Users discussion of issues and applications (in the morning), and TRL and manufacturers (in the afternoon). Sessions are open to all throughout the day, unless exceptionally as requested by Users to discuss matters in private.

1. Welcome and Introduction: Brian Simmonite, JCT Consultancy, welcomed users to Nottingham. The JCT Signals Symposium followed, and this meeting once again the largest attendance to date (77 delegates).

2. Chairman, John Spence, JSTSM Ltd.

3. Apologies for absence: none received.

4. Minutes and matters arising: Chairman sought delegates views on the TRL arranged spring 2006 meeting held as day 1 of the TRL 2 day conference; TRL originally announced that the 2007 meeting of this group could be held together with the TRL Conference but have subsequently taken a different route, hence the late change of venue. Hence the next meeting of this group will be held in Birmingham on March 6th at the offices of Birmingham City Council at 1 Lancaster Circus, which many delegates will be familiar with from previous years. The location is indicated on the attached PDF.

5. Chairman briefed delegates on the main developments in the Mova community in the previous six months, the proliferation of Linked Mova sites for roundabouts, the increased publicity for Mova arising from the additional information on the TRL website and the free download of MOVASETUP for Mova 5 and of the comms program, the first of the Siemens twin Stream Gemini hardware enabling most “two Controller” roundabouts now to be controllable with an individual twin stream Mova per Controller, now compatible with the TSEU Sentinel hardware which also offers twin stream Mova capability, so enabling more flexibility, particularly useful outside the peak periods. Offering MOVASETUP on the TRL website has achieved a wider familiarity with Mova, often from those who are less experienced in its use, so is achieved a wider application of Mova but not yet a wider appreciation of design and implementation issues, so still some consultants less experienced in Mova authoritatively offering poor and in some cases incorrect advice to clients.

6. Signal Companies attending: Siemens (Keith Manston, Stuart Deakin, Martin Andrews and Martin Roche (who has now departed for pastures new)), TSEU (Mark Pleydell), and Peek (Andrew Hodge); once again all three manufacturers, thank you.
Morning Programme: Issues and Applications

Session dedicated to Users, to raise Issues and come forward with applications.

7. Chris Kennet, Cambridgeshire County Council, raised the issue of Mova dropping off line at quiet sites overnight, an issue in discussion again recently as raised by Trevor Gaunt, Manchester City Council. TRL have ‘owned up’ to his one, something less visible in the Mova kernel which would be removed from future issues of code to manufacturers, so that Mova does not drop off in the absence of demands at quiet times in the overnight period. TRL think what happens is that Mova takes itself off control after a period of resting on a stage / one force bit due to an absence of demand; when the first vehicle arrives, Mova brings itself back on line, with effectively no detriment to service provided unless the change of mode brings about artificial demands in the config and therefore stage changing in the absence of demand which is undesirable; the problem which Users notice is that outstation will have reported both events to the instation which is why users see Instation reports of mode changes when this occurs. Siemens advise these messages can be suppressed by the user, which rather defeats the objective because for other fault types users would not then see the fault. The solution offered by TRL is to resolve the Mova kernel, recognising that at quiet times Mova may well be legitimately holding a force for long periods because there is no traffic. This may be an issue at Mova Puffins.

8. Correspondence arising from Meeting 12 regarding SD/SA on Mova applications. At meeting 12 it was agreed that Sue Woodward, then of Halcrow Gloucester, would write to Mark Crabtree seeking a view on SD/SA extensions at Mova sites to try to take the debate forward and resolve an iniquitous situation for users arising form lack of clarity in MCE 108C in which users could face a liability scenario. Sue wrote to Mark Crabtree; Mark Crabtree’s response (see [http://www.trlsoftware.co.uk/content/main.asp?pid=99](http://www.trlsoftware.co.uk/content/main.asp?pid=99)) explained his personal view of the relationship between the two, in effect that Mova does not require SD/SA but at high speed sites it may be advantageous for safety reasons to specify additional intergreen above the requirements of the advice note, as et out in Mark’s response (although users will note that intergreen advice has subsequently changed in that TAL 1/06 has different intergreen requirements to TA 13/81). One user, Stuart Beniston, (now officially retired although has retained a part time presence of three days a week in his former role) had sought Mark’s clarification of whether SD/SA should be a requirement on the approaches to roundabouts; Chairman asked if Mark could add his response add to his letter and formally address the issue with HA to attempt to resolve the misleading MCE 108C which could give users unnecessary difficulty as regards liability. Allegedly HA have agreed to review MCE 108C but I have seen no written confirmation of this, hence Mark Crabtree (TRL) and HA (Richard Privett please) to report to the forthcoming meeting with progress on this please.

9. Chairman asked the question of the manufactures about prom changing requiring lamps to be switched off, a potentially avoidable event as demonstrated by one manufacturer as an option on his Controller (and I understand available on the new Controller). The context here is of course is that we are all required by the CDM Regulations to avoid by designing out anything which is avoidable, for public safety (and Engineer Liability!) reasons. One manufacturer responded with a number of reasons why this should not be the case, and were invited to publish their Risk Assessment to justify their decision, apparently effectively placing the responsibility on the User / Highway Authority and Maintenance Engineer (both signal company Maintenance Engineer and Highway Authority Signal Engineer) rather than to design a solution which prevented this avoidable risk to the public. Further debate is invited on this subject, since the conclusion reached by the manufacturers appears to me to be outside the intention of the CDM Regulations, which seek to designing out risks which are avoidable.

10. A User raised the issue of backup power supply on a hamburger. Drivers treat Signal Controlled roundabouts as unsignalised roundabouts when lamps are off or lamps off on a
Controlled roundabouts as uncontrolled roundabouts when lamps are off so lamps off on a signalled roundabout is a lesser issue; at a Hamburger junction type when lamps are off a higher degree of conflict than usual occurs at the point where vehicles emerge from the core section of the junction, sufficient to require for safe operation in lamps off conditions for the core section to be closed off. Most of the current batch of Hamburgers being designed were provided with back-up power, but apparently not all.

11. Chairman advised Users of the release of the MCH 1827 Controller Configuration forms (previously known as ‘141’ or TR2210A forms), available from the HA Plans Registry website http://www.tssplansregistry.org/homepage.asp

12. Julian Smith, Amey Mouchel, asked if any Users had experience of Ramp Metering adjacent to Mova sites; we look forward to hearing more on this subject Julian!

13. Derrick Witts updated Users on current developments using 800 and more recently 700 Controllers to operate Mova Puffin Crossings, of which on behalf of JSTSM and others he had undertaken the complete range of single and dual stream crossings with both Controller types, using the 700 considerably reducing implementation cots for this type of equipment.

14. The meeting is for the benefit of users: **Users are requested to bring examples of applications, issues or problems for discussion.**

**Afternoon Programme**

The afternoon programme as usual devoted to the manufacturers and TRL updating users on current and forthcoming developments:

15. TRL were represented by Mark Crabtree (tel 01344 770959, mcrabtree@trl.co.uk); Ian Henderson having since left TRL, we thank him for his important assistance with Mova software development).

16. Mark indicated that TRL were again offering Mova Courses, a ‘Demystifying Mova’ course on 31st October 2006 immediately followed by a two day ‘Engineers Workshop’, details from TRL

17. PCMOVA (a version of MOVA 5 designed to run on a PC) with a link to the SIAS S-PARAMICS traffic microsimulation was now commercially available and Mark indicated that interest appeared to be high; PCMOVA enables MOVA users to test and simulate Mova Operation. An Interface to VISSIM would be available shortly.

18. Question of Mark from Dan Preece, JSTSM, confirmed that TRL would automatically update all PCMova users to include the VISSIM connectivity update.

19. MC explained that TRL are committing a substantial proportion of the licence income from MOVA, and the funds from the MOVA Development Group (MDG), to future developments and maintenance. As part of this, the MDG is generating a Road Map of potential developments for the next five years. Some of the developments mentioned are:

   - Completion of the on-line saturation flow feature to make its use automatic.
   - Development and completion of the on-line cruise speed measurement.
   - Development of a Windows version of MOVA Setup with functionality designed to make configuration of MOVA much easier.
   - Additional data in assessment logs to allow easier assessment of MOVA operation.
   - Bus priority that is much more synergetic with MOVA (rather than the ‘crash and repair’ system currently available).
   - The ability to use more distant detection
• The ability to use internal links
• Another feature mentioned this time was gating. MC suggested that TRL draw up an idea of how this might work and present it to the next MUG meeting for discussion.

TRL have been working towards the release of MOVA M6. Before this version is fully ready for release, a number of on-site trials will take place. About six sites will be identified, chosen from London, Surrey and Birmingham. Trials are expected to last about six months before the code is released to the signal companies. TRL hope to get the trials under way in the next couple of months.

The licence fees are currently dealt with between the signal companies and TRL, including upgrades. Shortly, the upgrade fee, which currently only applies to the Siemens Gemini when changing from MOVA M4 to M5, will be claimed for directly by TRL. It has been accepted that this may be problematic, but it is not considered fair to expect the signal companies to handle this charge as they do not themselves gain anything from the upgrade.

A small number of users are reporting that MOVA is dropping off in an unacceptable way at sites were side-road flows are either very low, or even non-existent. TRL have been advised of the problem are about to consider how to deal with it. TRL will try to deal with this in time for the next Mova User’s Group. Request from floor to TRL to drop the feature where MOVA drops off control if no demands for stages other than that which is running (i.e. a quiet side road) are seen for a significant length of time. MOVA picks back up on control when conflicting stage demand seen, but by then a mode change has been reported to the instation.


21. Any clarification of the Highway Agency’s Policy to be directed please to Richard Privett, the Highways Agency’s man responsible for Mova (tel. 0117 372 8257, email Richard.Privett@highways.gsi.gov.uk).

22. The Highways Agency web site where signal related documents can be downloaded free of charge is [http://www.tssplansregistry.org/homepage.asp](http://www.tssplansregistry.org/homepage.asp); users may in particular wish to review TR2500A, the recent replacement for TR2210A, and other signal related documents which can be downloaded free of charge, in particular for Mova Users MCH1542C.

23. **TSEU**, represented by Mark Pleydell, (tel: 0845 210 707, fax 0845 210 807, [Mark.Pleydell@tseu.net](mailto:Mark.Pleydell@tseu.net). Mark’s presentation in March 2006 had raised a number of areas of potential interest to MOVA users of benefits of access to simulation tools, in the context of TSEU’s development of their configurator / simulator, and updated Users on the questions he raised in March, now having available a powerful simulator to offer easy and remote access to the data which Mova collects routinely which it was suggested was of value to #Users in achieving the requirements of the Traffic Management Act

24. **Siemens**, represented by Keith Manston (tel: 01202 782248, fax 01202 782715, email: [Keith.Manston@poole.siemens.co.uk](mailto:Keith.Manston@poole.siemens.co.uk)). Siemens Dual Steam MOVA 5 has been released and is available; it requires the Gemini² Mova units. The ST4S detector pack which had been in use for about a year or so had performed well and had now generally replaced all ST4R packs (Chris Ashton, Nottinghamshire CC, indicated that they had not found to be unnecessary to change ST4R packs which had been powered from DC). Keith anticipated that Mova 6 would be available from TRAFFEX 2007 (April 17th to 19th 2007).

25. **Peek**, represented by Andrew Hodge 01256 891826, [Andrew.Hodge@peek-](mailto:Andrew.Hodge@peek-).
Andrew updated User’s on Peek’s intentions on Mova equipment – Peek’s new equipment would be available as both an add-on and as integral Mova V6 in their new Controller and in the Chameleon, the Chameleon being Peek’s standard outstation platform which would have integral Mova capability on at least 2 and possibly more streams, with more than 64 detection channels.

26. **SIAS** were represented by Peter Sykes [Pete.Sykes@SIAS.com](mailto:Pete.Sykes@SIAS.com) tel 0131 225 7900, reported that the S-Paramics PC-Mova package developed in conjunction was now available, which enabled users to test and demonstrate Mova applications, in more than one stream simultaneously.

**Summing Up / The Way Forward**

27. **Minutes:** Thanks again to Graham Wheatley (Derbyshire CC) for assistance in recording discussions to enable me to write the minutes, thank you.

28. **Arrangements and Catering:** Thanks to our sponsors, the signal companies attending and TRL, for funding lunch and the costs of the room and equipment hire, and to JCT Consultancy for the admin for the meeting.

29. **Circulation:** TCUG (Secretary) and all interested parties

**Next Meeting: Please Note:**

**NEXT MEETING** is **TUESDAY 6th MARCH 2007**

to be held at Birmingham City Council’s office at 1 Lancaster Circus

in the same venue used until last year,

**1 Lancaster Circus Birmingham B4 7DQ**

booking arrangements through TRL please on [http://www.trlsoftware.co.uk/events/default.asp?pid=43](http://www.trlsoftware.co.uk/events/default.asp?pid=43)

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JSTSM Ltd  
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[www.jstsm.com](http://www.jstsm.com)
Mova Courses available are:

**JCT / JSTSM courses:**

- The long established and popular course held in Birmingham in May covering all aspects of Mova design and application intended for Traffic Engineers wishing to learn or expand their knowledge of Mova has been updated, and is now a four day course; the full four day course is for those who seek a more detailed understanding. Day 1 is available as a stand alone ‘Introduction’ to Mova to those who want only an overview of Mova. Day 4 is available as a stand alone Advanced Topics day including Mova Linking exclusively for those who have previously attended the three day course. Details are available on the JCT website. At the usual venue, the Hillscourt Conference Centre in Birmingham, but now in July, 10th to 13th.

- New this year at the request of users, a two day Dataset Workshop held at Bournemouth under the auspices of JCT to give hands on tuition and experience of preparing and coding up datasets (June 28th and 29th 2007, for details see).

- Details of all JCT courses form Consultancy, [http://www.jctconsultancy.co.uk/CoursesMainDir/JCTCourseDiary.htm](http://www.jctconsultancy.co.uk/CoursesMainDir/JCTCourseDiary.htm).

- Various other Mova courses are available as required, of which the one day Demystifying Mova Course for Maintenance Engineers is proving popular, with recent courses being held for two of the manufactures and for HA area maintenance teams, of value especially for those companies with mixed comms and signals roles often with out adequate experience of traffic signals and Mova in particular. This course covers practical operation and maintenance aspects for Maintenance Engineers, including time on site on a working (or perhaps not!) Mova site. Also available a one day bus priority course. All can be arranged as bespoke courses for individual authorities or consultants. Details from JSTSM Ltd or JCT Consultancy.

Details of bespoke Courses from JSTSM Ltd, js@jstsm.com

**TRL courses:**

TRL held Mova Courses for the first time for many years in 2006, a two part three day event, a one day ‘Demystifying Mova’ course, immediately followed by a two day ‘Engineers Workshop’; as yet no details have been announced of TRL’s intentions for 2007, so details from TRL (Mark Crabtree, tel 01344 770959, mcrabtree@trl.co.uk)

Details and booking arrangements for the September meeting of the Mova Users Group to be held on September 11th 2007 from the JCT website [www.jctconsultancy.co.uk](http://www.jctconsultancy.co.uk) or direct from Yvonne Simmonite, tel: 01522 754681, fax: 01522 753606, email: ys@jctconsultancy.co.uk.

Please note that the March 2007 meeting should be booked through TRL, [http://www.trlsoftware.co.uk/events/default.asp?pid=43](http://www.trlsoftware.co.uk/events/default.asp?pid=43)