



UTMC

TTF Autumn Meeting: Manchester, 15 November 2022

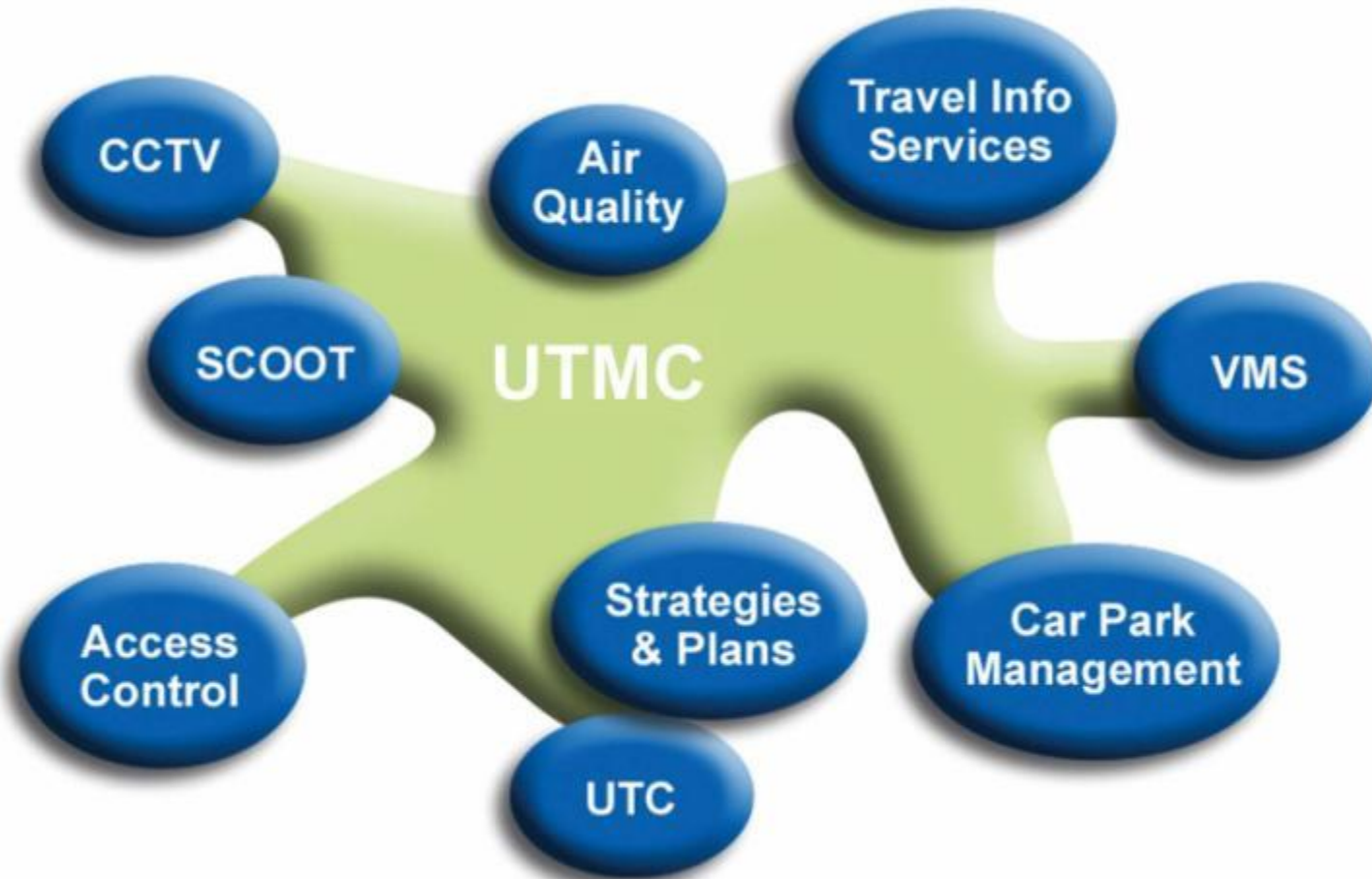
UTMC: moving forward

Steve George, UTMC WG lead (intro)
Mark Cartwright, UDG Chair

The concept



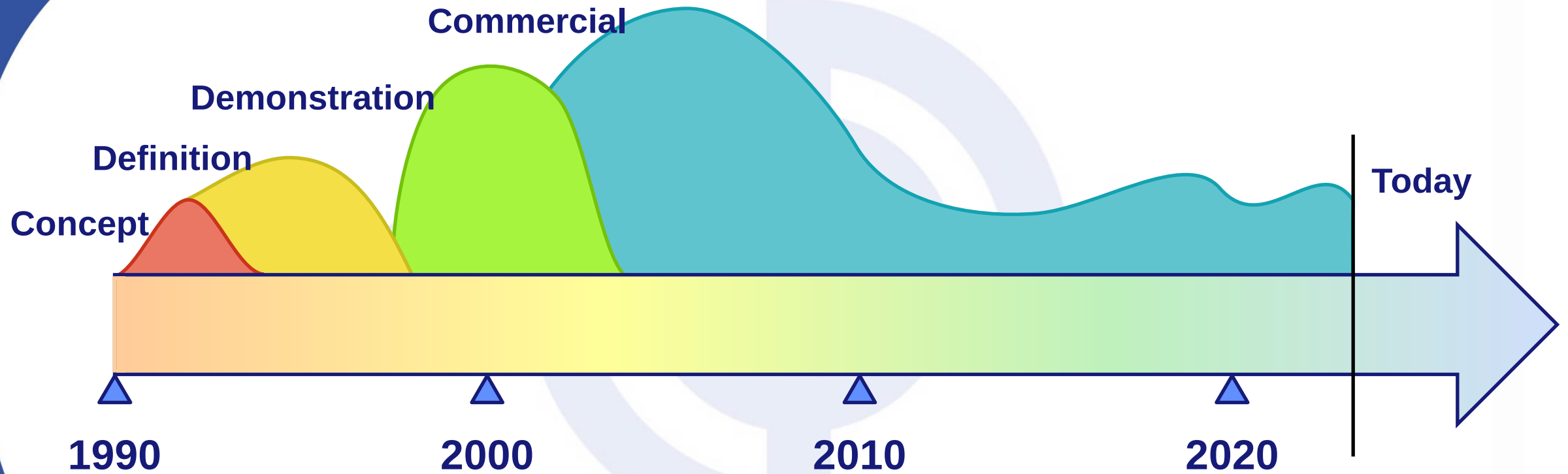
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UTMC timeline



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It's been a while



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- **UTMC is still relevant**
 - It's in widespread current deployment
 - The principles of open standardisation remain solid
- **But it's no longer optimised for current requirements**
 - Policy, business, technology and institutions have not stopped evolving
- **We need now to redefine the interoperability framework for traffic management**
 - Necessarily around a core of UTMC (suitably updated)

First step: sorting the governance



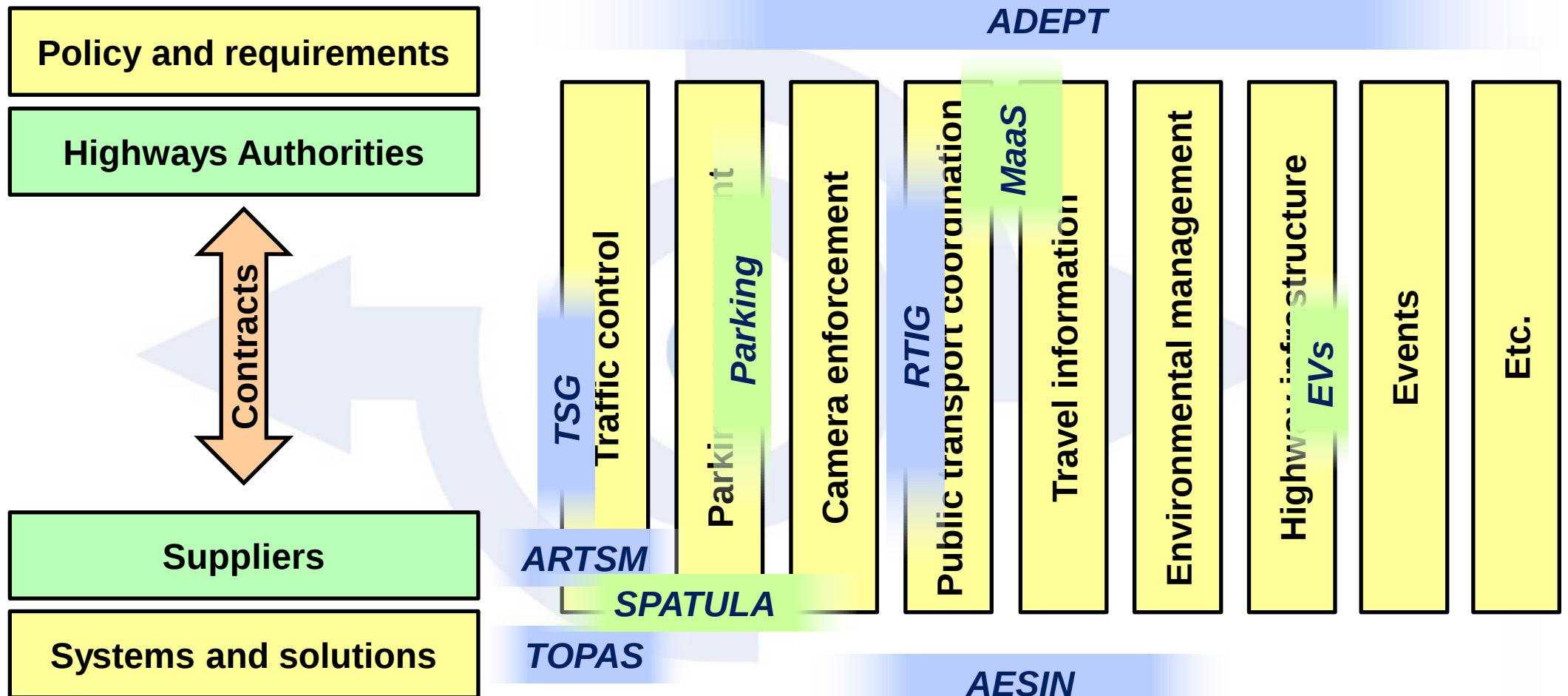
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- **Because of the long gap, we need to prepare carefully**
- **We need to have a good handle on requirements**
 - We have reformed the UTMC Development Group with key stakeholders
- **We need to make sure that we are working in full context**
 - We have opened links with a wider range of other initiatives
- **We need to be sustainable – but also realistic**
 - We expect to submit a proposal to DfT for an initial 12-18 month programme of “core” work, suitably prioritised
- **We need to show it's working**
 - We aim to make early delivery on easy-but-helpful issues

How we fit together (I think)



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What all this means



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- **There is a worse silo problem than ever – not least because of innovative, and still developing, elements**
 - Highways authorities struggle to see the big picture, given the pressure to optimise individual systems
- **There is an increasingly robust range of technical standards and specification available**
- **UTMC needs to focus less on technical matters, more on achieving and sustaining functional integration**
- **BUT we can't just jump away from the current structure – a calibrated process of change is needed**

Current draft plan (for FY23-24)



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- **WP1 Management and coordination**
- **WP2 Scope, architecture and approach**
- **WP3 Core systems review and revision**
- **WP4 Road user integration**
- **WP5 Professional service integration**
- **WP6 Outputs**

WP2 Scope, architecture & approach



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- The scope and principles of "UTMC2" to be defined by UDG. Most importantly this needs to be aligned with the DfT update to the Network Management Duty as defined in the Traffic Management Act 2004 as this is relevant to all Local Highway Authorities (LHAs) and devolved administrations.
- This is to be supported by the development of a high-level architecture of the broad Traffic Management system and associated interfaces that highlight where UTMC2 input or intervention is required to support LHAs
- The structure of market support mechanisms needs to be defined in terms of document suite, online resources, support services, guidance etc.
- Process and procedural issues need to be defined and supported, especially specification and procurement guidance

With: All, including DfT

WP3 Core systems review/revision



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- A review of existing specified products with users and suppliers, this will establish a strategic link to TOPAS and their specifications and product register
- Define communication and networking concepts
- Review of the standardised implementation of UG405, (flexibility and scope for newer traffic control tools and services)
- Review of device protocols (SNMP)
- Review of system to system protocols (CORBA)
- Review UTMC system to system interfaces (consideration of “missing” functionality in the current system to outstation equipment)
- Review of the data model (Object Registry)

With: ARTSM, TOPAS

WP4 Road user integration



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- Define Outstation concepts, this links to TOPAS specifications and registered products
- Connected vehicles: impacts and strategy (RSU/OBU)
- Automated vehicles: impacts and strategy (RSU/OBU)
- VRUs

With: AESIN, SPATULA

WP5 Professional service integration



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- Emergency services
- Public transport and MaaS
- Air quality zones
- Parking
- Tunnels and bridges

With: AESIN, RTIG



WP6 Outputs



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- **These are potentially new UTMC Specifications**
- **Information services**
- **Open data approach: standardised interfaces such as BODS**
- **Traffic enforcement: Traffic Management Act 2004 compliance**

With: As relevant