



Present:

DfT

SignPlot UG/IHE

REMA

Transport Scotland

RSMA

BSi

KeySign UG & ARTSM

Highways England

TfL

TMCA

DFI (NI)

Sally Gibbons (Chairperson),
John Bennett, Ashraf Keeka, Michael Obeng
Simon Morgan
Andrew Pledge
Graeme McQuaker
Wayne Johnston, Paul Aldridge
Liz Newell-Hart
Will Baron
Matthew Youell, Graham Harper
Ryan Cooper
Richard Pearson
Darwin Burke

1. Apologies for absence

Apologies were received from Kealie Franklin (ARTSM), Ilyas Sharif (REMA), Darren Hawes (Highways England), Niall McBride (Welsh Government), Roger Stainforth (BSi), Stephen Hughes (DFI (NI)) and Stuart McInroy (RSMA).

2. Minutes of the meeting held on 13 December 2018

Minutes of the meeting of 13 December 2018 were accepted.

3. Matters arising

None.

4. CEN / British Standards

B/509/2

MY reported the following:

- BS EN 1874 – The UK is drafting a new material specification for in-situ markings. The product standard has been rejected so it is being rewritten in the hope that the CEN Technical Committee will agree a change of mandate to keep

it as an updated material specification. This will allow the UK to specify new materials. Richard Hughes is close to completion with the drafting.

- BS EN 1463 parts 1, 2, 3 (road studs) – All Parts have been rewritten by the Austrian delegation to fit in with the construction road regulations. Draft versions are now available. MY suggested that representatives from REMA read over the three drafts for accuracy.
- Road Trials – Highways England have agreed with RSMA the basics of providing a suitable location for testing. There was a pause in December 2018 due to issues relating to CE marking but this has been resolved. Products can continue to be CE marked even if there is a no deal Brexit. A Highways England internal meeting is due to take place this month to get the ball rolling again. An issue at hand is what closures are required (weekend closures or 7 nightly closures). It was suggested by REMA that they require 28 consecutive nightly closures. MY said a meeting will be held with RSMA and REMA within the next couple of months to find a suitable solution. If agreement is reached, the road trial site will be available in July 2020.
- Paul Aldridge read the following statement on behalf of Stuart McInroy (RSMA).

“RSMA view is that little progress has been made due to delays in HE providing to RSMA an internally agreed draft Memorandum of Understanding (MoU) and License Agreement. RSMA has yet to receive a final draft of an HE agreed MoU and License Agreement. RSMA considers that moderate to high risk currently exists that the proposed HE supported Road Trial shall not occur in July 2020. RSMA is caught in the middle – on the one hand MCHW mandates that products must be certified via road trials prior to use and on the other, is the inability of HE to progress the MoU and License Agreement. This is stifling innovation and development of product/materials, which in turn could improve safety/value for money et al.

RSMA work to achieving the road trial is dependent upon access to a suitable location for enough time and is being hampered by delays within HE. RSMA cannot continue planning until both documents are agreed. The knock-on effect is that RSMA is unable to select a preferred supplier to undertake the testing and certification, which in turn impacts upon the ability to plan the trial. HE has, in addition, indicated that the potential site (M65) is unlikely to be made available for the duration required and that the trial will be open to non-RSMA/REMA members - less time and more products means that a significant number of products will not be able to be tested. It is therefore theoretically possible that RSMA organises the trial only for none of its members' products to be tested. MoU and Licence Agreement currently 4 months late and, RSMA believes, is unlikely to be finalised within a further 2 months at which point the risk shall become high. The position is further complicated in that HE has indicated that despite 'Asset Delivery' the Area 10 M&R contractor (Amey) will need to agree to allow access. Overall, an unsatisfactory position which must be expedited.”

MY replied that Highways England are not restricting access from that which was agreed but the 28 days continuous night closures are the sticking point. Highways England is currently working on trying to double the night closures

agreed. MY said he will try and speed things up. He requires the confirmed dates from RSMA and will work towards these dates.

WJ said if it comes down to a 10-night closure, RSMA will be happy. MY replied that many options are being considered such as contraflow running but the preferred option will only be known after the Highways England internal meeting.

B/509/3

LNH reported the following:

Update on British Standards related to signs–

BSI committee B509/3 handles current and developing standards for road traffic signs, illuminated bollards and delineators, cones and miscellaneous devices

- **Revision of EN 12899 parts 1 – 5**

The class tables of retroreflective performance circulated in draft **12899-1-1** to the mirror committees of all CEN member countries were agreed by TC226 WG3 at its 30 January 2019 meeting. One more meeting of the Project Team leading this work was held in April to produce a draft which includes AVCP and Annex ZA appropriate for reflective sheeting. Revision activities on the remaining parts of 12899-1 (physical performance of sign plates, supports, etc) must now be restarted by a different project team before 12899-1 can be sent to the CEN consultant for review and subsequently its formal acceptance by TC226 as a new Work Item.

Revision of **EN 12899-2 bollards** can continue now that work on classes has finished. ARTSM are involved in this work.

Revision of **12899-3 delineators** has proceeded more quickly and is with the CEN consultant. It is hoped that the review of part 3 will highlight general areas of formatting which will also serve to address all other parts of 12899 to save time later.

B509/3 will meet in early July to select a new chairman and continue work on BS 8442.

- **BS 8442** ARTSM have requested a broader revision of this standard.
- **UK National Annex to BS EN 12899-1:2007** Another corrigendum is in review by B509/3. It will remove references as far as possible to the CUAP.

B/509/11 Variable Message Signs (BS EN 12966)

JB reported the following which was provided by Roger Stainforth:

The main item to report is that BS EN 12966:2014 incorporating corrigendum June 2018 (the UK National Annex NA has been withdrawn and superseded by BS EN

12966:2014+A1:2018. This revised standard published by British Standards on 31 January 2019 implements CEN required amendments.

Unfortunately, RS did not receive a copy of BS EN 12966:2014+A1:2018 until last week and has not been able to do a clause by clause review, but a cursory look suggests that the substance of the standard remains unchanged and the implementation of amendments is points of style, for example, the Foreword to the standard has been re-titled "European Foreword".

RS draw attention to Annex ZA which now refers to the relationship with Regulation (EU) No.305/2011 and contains provisions for the Declaration of Performance and the CE marking of products.

A subtle but important change in the ZA.1 changes the first line of para.2 from "If this European Standard is cited in the OJEU" to "When this European Standard is cited in the OJEU"

The last RS heard was that June 2019 was the expected time for citation. Perhaps we shall finally have a cited standard and remove the ambiguities perceived or real about which issue of the standard to use for CE marking and the nonsense about whether or not mobile, portable and temporary VMS are covered by the CE requirements.

5. TSRGD

- JB said there is an undertaking to conduct a 5-year review of TSRGD 2016 in 2021. A scope will be available in due course on what the review will encompass, but legal resource is currently fully occupied with EU exit matters.
- GMcQ mentioned that in Scotland they are working on a new amendment that will be different from TSRGD 2016. Currently awaiting feedback from local authorities on what they wish to see included in this revision.
- DB mentioned that there is no TSRGD amendment planned for Northern Ireland.

6. Traffic Signs Manual

JB provided the following:

- Chapter 1 and 4 were published in November 2018.
- Chapter 3, 5 and 7 were published earlier this year.
- Chapter 6 which covers traffic control, signals, junctions, crossings, lane control and wig-wags will be published soon.
- MY said that the text redraft of Chapter 8 Part 3 is complete. The production of the artwork will be complete by the end of July. The complete draft will be sent to DfT in August with a print publication date of October.

MY also mentioned that Highways England in conjunction with TRL are undertaking a review of the 3 Parts of Chapter 8 with the intention of bringing everything together into 2 Parts. Decisions still need to be made on whether specific issues concerning products, capabilities, studs, markings, autonomous vehicles etc should be included.

- RP asked if the Part 3 extract that was due to be sent to TMCA after the December 2018 meeting was indeed sent. MY replied that it was sent to Graham Beswick. RP replied that Graham Beswick has no record of having received it.

ACTION: RP and MY to meet post meeting to iron out issues regarding the latest draft of Part 3 and the non-receipt of the extract by Graham Beswick.

7. DMRB

Revision of DMRB (GH provided the following)

- 250 Standards are being reviewed.
- Delivery is on track.

MY provided the following:

- TD26 (Maintenance of road markings and road studs) – First draft for internal review will be available in July. A Technical Project Board meeting will be held in September and invites will be posted out soon. If members of this group wish to attend the meeting, please send a request to MY.
- GMcQ mentioned that he has identified a few changes required in the TD26 Annex. MY asked him to forward the details.
- Once DMRB is signed off at the end of October, the HE Standards Team will begin looking at updating HE Specifications beginning with Series 1200 (road markings and road studs).
- MY mentioned that a public facing website with all the old DMRB documents going back to the year 2000 will be available.

8. AOB

- RC asked if the terms of reference for this group could be revisited to include more forward looking strategic views etc.

ACTION: SG will investigate and report back.

- LNH asked if TD25 is going to be updated. GH replied it is. The format will be changed and it will be split into inspection, maintenance and disposal elements. Not a technical change but rather an editorial one.
- AP said there are security codes to stop people hacking into permanent VMS but no security code exists to stop people hacking into temporary/mobile/trailer VMS. MY replied that this is not a requirement for NRTS but is the responsibility of the contractor providing the equipment. SG said that it could be an issue for TOPAS to investigate.
- AP said ARTSM have been organising meetings of joint associations. An inauguration meeting was held to discuss issues of relevance and it was agreed that it is imperative that DfT, Highways England, the user community and contractors participate. Letters of invitation will be sent out.
- GH asked if highway contractors vehicles are exempted from the London Ultra Low Emission Zone (ULEZ) charges. RC said TfL requires all contractors' vehicles to meet the requirements for the zone. SM replied that it is not a signing issue but rather what is written in the order.
- WJ asked MY if he knew when the existing road trial certificates expire or become obsolete. MY replied that he did not but it is a question for CEN. MY understood certificates remain valid for as long as the standard is still in force.
- JB informed the group that this is the last meeting LNH will be attending. The group thanked LNH for her many years of work with the TWP and wished her all the best in her retirement.

9. Date of next meeting

The next meeting date is **Thursday 12 December 2019 at 11am.**