



Notification Number: 1990/316/UK

TD -/89 - MOVA SYSTEM OF TRAFFIC CONTROL AT SIGNALS (DTP REF 015/90/EC)

Date received : 08/10/1990

End of Standstill : 18/01/1991

Message

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15655 MAS P
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215627 GAMA GR
25681 UKECBR B
26730 IVERN B
26125 NPVEG B



64434 DANRP B
206 2260426 01 RPGR
21745 EGBRU B
21265 DEFRA B
21156 DELBEL B
21707 RPLUX B
21476 ITRAP B
64068 REPES B
25170 REPER B
COPIE : III/B/2 - PRE 68

TELEX 001

COMMUNICATION FROM THE COMMISSION - SG (90) D/60346
DIRECTIVES 83/189/EEC AND 88/182/EEC

NOTIFIKATION - NOTIFIZIERUNG - NOTIFICATION - NOTIFICACION
NOTIFICATION - NOTIFICA - KENNISGEVING - NOTIFICACAO 90/0316/UK

FRISTERNE INDLEDES IKKE -KEIN FRISTBEGINN - DOES NOT OPEN THE
DELAYS - NO ABRE EL PLAZO - N'OUVRE PAS DE DELAIS - NON FA
DECORRERE LA MORA - GEEN TERMIJNBEGIN - NAO INICIA O PRAZO

- 3B2 : 9001360.EN

1. Structured Information Line

TLX 001 IND- 90 0316 UK- EN ----- 901008 --- ---
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2. Member State

UNITED KINGDOM

3. Department Responsible

DEPARTMENT OF TRADE AND INDUSTRY, STANDARDS and QUALITY
POLICY UNIT

3. Originating Department

DEPARTMENT OF TRANSPORT

4. Notification Number

90/0316/UK

5. Title

TD -/89 - MOVA SYSTEM OF TRAFFIC CONTROL AT SIGNALS (DTP
REF 015/90/EC)

6. Products Concerned

MICROPROCESSOR OPTIMISED VEHICLE ACTUATION SYSTEM

7. Notification Under Another Act

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8. Main Content

THIS DRAFT DEPARTMENTAL STANDARD BRIEFLY DESCRIBES THE MOVA SYSTEM OF TRAFFIC CONTROL AT SIGNALS AND SETS OUT THE REQUIREMENTS TO BE MET WHEN INSTALLING SUCH A SYSTEM.

MOVA IS A NEW SIGNAL CONTROL STRATEGY FOR ISOLATED JUNCTIONS WHICH IS DESIGNED TO GIVE VERY FLEXIBLE CONTROL.

DATA FROM VEHICLE DETECTORS IS ANALYSED BY AN ON-LINE MICROPROCESSOR IMPLEMENTING THE MOVA PROGRAMME. THE DURATION OF GREEN TIMES AT THE SIGNALS IS CONTROLLED BY A DELAY AND STOPS MINIMISING LOGIC OR, IF AN APPROACH BECOMES OVER-SATURATED, BY A CAPACITY MAXIMISING PROCESS.

9. Brief Statement of Grounds

THE BEHAVIOUR OF JUNCTIONS IS CRITICAL TO THE OPERATION AND CAPACITY OF THE HIGHWAY NETWORK. THE CONTINUED INCREASE IN TRAFFIC VOLUMES RESULTS IN A NEED TO ENSURE THAT SIGNAL CONTROLLED JUNCTIONS ACT AT THE MAXIMUM POSSIBLE CAPACITY AND EFFICIENCY.

RESEARCH HAS SHOWN THAT THE MAJORITY OF JUNCTIONS CAN EXPECT AN OVERALL SAVING OF 13 PERCENT IN DELAY TIMES WHEN CONTROLLED BY A CORRECTLY SET UP MOVA SYSTEM.

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10. Reference Documents - Basic Texts

DOCUMENTS ACCOMPANYING NOTIFICATION

1. TRRL RESEARCH REPORT 170 - MOVA: TRAFFIC RESPONSIVE, SELF-OPTIMISING SIGNAL CONTROL FOR ISOLATED INTERSECTIONS
2. TRRL APPLICATION GUIDE 10 - MOVA TRAFFIC CONTROL MANUAL
3. TRRL APPLICATION GUIDE 11 - MOVA DATA SET-UP GUIDE
4. TRRL APPLICATION GUIDE 12 - MOVA EQUIPMENT USER GUIDE
5. MCH 1542 - GUIDELINES FOR THE IMPLEMENTATION OF MOVA USING 'ADD ON' EQUIPMENT

DOCUMENTS PREVIOUSLY NOTIFIED

1. DEPARTMENTAL SPECIFICATION TR 0141 NOTIFIED AS 89/0130/UK

11. Invocation of the Emergency Procedure

NO

12. Grounds for the Emergency

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D. WILLIAMSON
COMEUR
NNNN



EUROPEAN COMMISSION
GROWTH DIRECTORATE-GENERAL

Single Market for goods
Prevention of Technical Barriers