

# TOPAS0601 Template for comments and TOPAS Board Observations

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All comments will be anonymised prior to submission to the Board

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	Change Log (o)		ed	<i>Refers to section 3.26 and 0</i>	Correct "0" reference or delete it	Agreed - implemented
	2.2		te	This refers to the tables from BS EN 50556 and 12675 that are now in TSRGD, so should that be highlighted?	Change last sentence to end '...as set out in the following tables'	Agreed - implemented
	3.5		te	<i>For controllers with a distributed architecture (comms network between controller and signals), could an exception be made to the duration of the 'all off' period? It can take these types of controller longer to start because they need to perform a number of safety checks before applying power to the signals, only then can the intelligent signals perform their safety checks and the controller 'find' all those devices on the network.</i>	Add the following: "Note: For controllers with a distributed architecture (comms network between controller and signals), the 'all off' period following power up is permitted to extend beyond 60 seconds." And if an upper limit needs to be specified, add: "... For this type of controller, the 'all off' period following power up shall not exceed 120 seconds." (as an example)	Agreed that the signals should come in as quickly as possible but not exceeding 120 seconds. Implemented.

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	3.7		te	New pelicans can't be installed since 2016, except in NI, so this should clarify that	Add 'note: under TSRGD 2016, pelican crossings can no longer be installed in England, Scotland or Wales. However they may still be used in Northern Ireland'.	This point is already made in clause J6 but has been added here to for clarity. The text in J6 has also been updated to be more specific.
	3.9		ed	'Traffic Regulatory Signs' – not the clearest wording	Delete 'traffic' from the heading – they are just called 'regulatory signs'. Add 'Where required by the Works Specification, <b>regulatory signs mounted within the signal head</b> may be switched on or off at specific times, usually under part time control.	Agreed - implemented
	3.18		te	Fault recording – some of this is in TSRGD so that should be referenced		Agreed – implemented – added reference in section 3.24

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	3.17-3.19		ed	<i>Clauses 3.17-3.19 are associated with 'Failure Mode' but appear under the 'Fault Reporting' heading.</i>	Move the 'Failure Mode' heading from above 3.20 to above 3.17	Discussed and agreed to leave as is (as it is clear)
	3.25		Te	<i>Concerned that this is too onerous and could lead to products registered with a non-compliance against this clause. It also pre-empts any outcome from the current review (ADEPT)</i>	Delete	Agreed after long discussion to leave the clause as it is.
	3.26	Para 5	ed	<i>The paragraph beginning "The controller shall also be clearly marked" should be an individually numbered clause.</i>	Prefix the paragraph with "3.27"	Agreed - implemented
	3.26	a)	te	<i>Is it practical to require manufacturers to label the supplied controller cabinet with the controller power consumption when other equipment (including third party) is usually added to the cabinet and the total power consumption depends on the traffic signals connected?</i>	Reword the clause so it only requires the controller documentation to specify the power consumption.	50556 requires maximum current consumption to be specified but change spec to make it clear that it applies to the controller only – not ancillary equipment that might be added later – implemented.

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	3.26	b)	te	<i>It is impractical and confusing to require manufacturers to label controllers with the 'maximum number of phases' when supplied controllers are often scalable with the addition of optional modules.</i>	Reword the clause so it only requires the controller documentation to specify the maximum number of phases/stages.	Agreed - implemented
	References	'other publications'	ed	Out-of-date references	The 1997 ped crossing regs were revoked in 2016 by TSRGD, delete this. TAL 2/03 was superseded by Ch6 in respect of SA/SD, which this spec covers, so delete this. Also delete ref to TA 68 and replace with ref to TSM Ch6. Add reference to 'the Traffic Signs (Northern Ireland) Regulations 1997'.	Agreed – implemented – also updated the reference in Appendix L (Speed Measurement) to point to the TSM.
	A2 and A4		Te	<i>Not specific to Fixed time</i>	Move to section 3	Agreed - implemented

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	A10		Te	<i>Not specific to Fixed time</i>	Move to section 3	Agreed - implemented
	A11		Te	<i>Not specific to Fixed time</i>	Move to section 3	Agreed - implemented
	A12		Te	<i>Not specific to Fixed time</i>	Move to section 3	Agreed - implemented
	A13		Te	<i>Not specific to Fixed time</i>	Move to section 3	Agreed - implemented
	B14		ed	<i>Re: "...but shall only persist whilst the detector remains operational." The word 'operational' implies the demand remains until the detector unit fails, which is not the intention.</i>	Reword as "...but shall only persist until the detector output ceases."	Agreed - implemented
	B32 (C)		Te	<i>As written is saying force it one way or the other depending if it failed off or on. This isn't what a controller will do.</i>	Change to say log it but carry on using it	Agreed - implemented

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	B32	c)	te	<p><i>Re: "c) Set the detector input to the state present when the detector failure was confirmed."</i></p> <p><i>This new clause implies the detector input is to be overridden to the state at the observed when the timeout occurred and then frozen in that state.</i></p> <p><i>This option differs from the existing third DFM option that our users request and are used to, which leaves the detector input unaffected (not forced).</i></p> <p><i>Our option has the advantage that if the detector or pushbutton remains inactive for longer than the timeout period but is still operational, normal operation continues automatically but the fault remains to highlight a possible problem.</i></p> <p><i>We therefore propose that this new third option is replaced by the one our customers are already used to and are using.</i></p>	"c) Leave the detector input state unaffected (not forced)"	Agreed - implemented

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	B34		ed	<p><i>Re: "Once the fault flag has been set and the DFM indicator (if provided) has been lit, it shall be reset only by operator intervention <u>and an indication of which detector has failed shall be stored in the fault log.</u>"</i></p> <p><i>The indication of which detector has failed should be stored when the fault occurs, and not wait until the fault is later reset.</i></p>	<p>Move the end of the sentence from B34 to B33, forming:</p> <p>"If a detector failure occurs a fault flag shall be set <u>and an indication of which detector has failed shall be stored in the fault log.</u> If a ..."</p>	Agreed - implemented
	C2		ed	<p><i>Two full stops at end of C2</i></p>	Delete one	Agreed - implemented
	C7	Cycle Time	ed	<p><i>Re: "Cycle Time – The cycle time shall be equal to the summation of the individual group timings"</i></p> <p><i>This implies the cycle time is calculated from the summation of the group timings, but the group timings only specify a start time and not a duration.</i></p> <p><i>Given how critical the cycle time is to the understanding, a better definition is vital.</i></p>	<p>"Cycle Time – The repeating fixed period of the traffic plan, within which all the Group Influences are actioned."</p>	Agreed - implemented

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	C8		te	<p><i>The influences listed do not align with the “Linked Method of Control” requirements for pedestrian streams listed in Appendix J, e.g. J32:</i></p> <p><i>“The vehicle phase green shall be prevented from terminating if a hold vehicle (PV) signal is present. On removal of this signal the vehicle period shall terminate immediately provided the minimum vehicle, or fixed, green period has terminated and a pedestrian demand is present”</i></p>	<p>“C8: The function of each group and the number of groups within a cycle shall be programmable within the individual plan to exert one of the following influences at a time upon <u>intersection</u> streams in the controller.”</p> <p>Add new clause for the influences required on pedestrian streams or refer to Linked operation described in Appendix J.</p>	Agreed - Implemented

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	C12		te	<p><i>Re: "C12 When a new plan is implemented by the timetable it shall always commence with the first group"</i></p> <p><i>This text has not changed since TR0141C, when the facility was described as using Group Times that defined 'the time period for which specific group influences is exerted'. Thus, the start time of each group is inferred from these periods, starting with a nominated first group.</i></p> <p><i>Since then the facility is described as using group start times, the first group to run is the group required to be active at cycle time 0, which may not be the 'first' group in the configuration settings.</i></p> <p><i>Also note that the description of 'Offset Time' in C7 refers to a 'reference time' (also known as a 'base time') which means the plan may start at any point in its cycle, controlled by a calculation using the reference time, offset time, introduction time and cycle time.</i></p>	Delete clause C12	Agreed - implemented

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	E9		ed	<i>Re: "... After the Hold Period the equipment shall revert to the next requested lower priority <u>model</u>."</i> <i>Typo</i>	"... <u>mode</u> ."	Agreed - implemented
	E16		Te	<i>Note states that Hurry Call facilities shall be able to be allocated to other streams. We have 4 hurry calls per stream but they cannot be re-allocated. I.e. easily meet E16 but not the note</i>	Delete note or change to "may"	Agreed – note updated to clarify that the allocation of Hurry Calls to other streams only applies if there are only sufficient Hurry Calls to allow 1 per stream to be allocated in the first place.

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	F6	b	te	<p><i>Re: "b. Integrated UTC. A controller Registered to Appendix F (b) will, where required by the Works Specification, incorporate an integrated OTU enabling it to be connected directly to a UTC data transmission system."</i></p> <p><i>This clause uses the old terminology "UTC data transmission system", which today could be read as requiring that the modem or network device must be integrated within the controller too. It is impractical for the network device to be integral. These are standard third-party devices providing IP connectivity, over which UTC (UTMC) communications are transported. Many customers would also want the freedom to choose the device and network provider.</i></p>	<p><i>Reword as:</i></p> <p><i>"b. Integrated UTC. A controller Registered to Appendix F (b) will, where required by the Works Specification, incorporate an integrated OTU and IP connectivity enabling it to be connected to a UTC system [via suitable network device]."</i></p>	Agreed - implemented
	G9		Ed	<i>Refers to itself</i>	Should it refer to G8?	Agreed - implemented
	G10		Ed	<i>Refers to G8 and G9</i>	Should it refer to G7 and G8?	Agreed - implemented

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	G11		te	<i>This paragraph in 2500A used to give the exception of the signals on/off switch. The new wording allows the signals switch to be disabled.</i>	G11	<p>Agreed that the signals on-off switch shall not be disabled – update as appropriate – this should reflect the text in the original 2500 G12 – implemented.</p> <p>Is there a real need to be able to disable the signals on/off switch in the manual panel – will need to consult with customer users to see how critical this is.</p>
	G11		Te	<i>Now refers to Set No 3 as well as 2. Is it intentional that inhibiting manual facilities would disable PTI (Set 3, section e)?</i>	G11	As above

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	G11		te	<p><i>Re: "G11 A facility shall be provided which will inhibit the selection of manual facilities set no 2 and set no 3. If requested by the Works Specification, the all-red call switch (in G8 d), should still function while this inhibit is active. An indicator shall be provided to show that the stage switch facilities are not available when this facility is active, as required by G21."</i></p> <p><i>We do not believe the intention of this clause is to provide a means to disable the signals on/off switch referred to in G8a and G9a.</i></p> <p><i>We also do not believe the intention was to provide a means to disable other mode switches, including the 'normal' and 'fixed time' switches referred to in G8b and G9b.</i></p> <p><i>We believe the only intention is to inhibit manual <u>control</u>, not all the manual <u>facilities</u> listed in set 2 and 3.</i></p>	<p><i>"G11 A facility shall be provided which will inhibit the selection of manual <u>control mode (in G8 b) and stage switches (in G8 c). If requested by ..."</u></i></p>	As above

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	G12		ed	<p><i>Re: "Where manual control is provided, it shall be possible to operate all stage streams by a single manual control panel to provide 'manual conditions' plus an All-Red condition. The 'manual conditions' shall constitute combinations of specified <u>phases</u> provided within the controller."</i></p> <p><i>Manual control is clearly described as calling stages (see G8 c), not phases.</i></p>	<p><i>"...The 'manual conditions' shall constitute combinations of specified <u>stages</u> provided within the controller."</i></p>	Agreed - implemented
	G22		ed	<p><i>Re: "Manual conditions in clause G9(c) and G11(c) may either be separately indicated or displayed on a common numerical indicator. ..."</i></p> <p><i>Wrong clauses referenced?</i></p>	G8(c) and G10(c)	Agreed - implemented
	I15		ed	<p><i>Around clauses I14 to I15, the paragraph beginning "An inhibit period shall only be introduced..." has lost its clause numbering.</i></p>	<p>Correct clause numbering:            I13 The inhibit period...            I14 When the inhibit...  <u>I15</u> An inhibit period...            I15 <u>I16</u> The inhibit period...</p>	Agreed - implemented

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	Appendix J	J6 note	te	At the risk of being a pain, I am wondering if there should be an NI specific appendix on pelicans? I am worried that if it is in the main body like this people won't realise pelicans aren't possible elsewhere. Also I am not sure about saying they can be used for replacements – existing pelicans can stay in place until the end of the equipment life, and arguably a controller that needs replacing is at the end of its life, therefore so is the pelican. There may be a bit of 'Trigger's Broom' in all this, but shouldn't we start somewhere with phasing out pelican control?		Partially implemented – the Pelican section has not been moved but the note in J6 has been strengthened to emphasise that the replacement of existing Pelicans is intended for knockdowns and not for new crossings. It also now says that TSRGD 2016 no longer permits the installation of new crossings in England, Scotland or Wales.
	J9		ed	Near side/Nearside/Near-side all used at various points	Should be consistent throughout – suggest 'nearside' to match Chapter 6	Agreed - implemented

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	J9		ed	<p><i>Re: "J9 The Near side sequence is shown in Figure J2. Note that where a facility has a central refuge which has pushbuttons and near side indicators mounted on it, it shall be possible for the indicators mounted on the central refuge to display a blackout period after pedestrian green.</i></p> <p><i>Note: Where a crossing uses near-sided indicators and has a central refuge which has pushbuttons and indicators mounted on it, it shall be possible for the indicators mounted on the central refuge to display a blackout period after pedestrian green."</i></p> <p><i>The note is repeated twice.</i></p> <p><i>Also, given the importance of the subject, we recommend this Note paragraph is converted to its own clause.</i></p>	<p>Delete the text "Note ..." from clause J9.</p> <p>Convert note to clause, e.g. "J10 Where a crossing..."</p>	Agreed – implemented
	J11		ed	Similarly, far side/farside/far-side/far sided	Use 'farside' to match Chapter 6	Agreed - implemented

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	J11		te	This talks about the possibility of a blackout – I know some places have done it differently, but isn't the requirement for a min 3s blackout? I think that's the majority use, not a 'possibility' which suggests it's not very common	Remove 'the possibility of using'	Agreed but changed the text to say "with the facility to provide a blackout period"
	J11		te	Call/cancel: if this is referring to kerbside detection, we changed policy on this a few years ago and are now content for farside crossings to have kerbside call/cancel. It's in ch6	Remove 'but farsided crossings shall not have call/cancel crossing demand facilities.'	Agreed – implemented. J 56 also amended to remove the restriction on the use of kerbside and to note that the facility should be able to provide these facilities even though they are optional and only need to be implemented on-street if requested by the Woks specification. Also a note added to note that if on-crossing detectors are used this will prevent the use of PCATS units.

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	J12		te	Refers to POTS crossings – we took a decision to call them Pedex in Chapter 6, so let's be consistent here too	Add '(referred to in Chapter 6 of the Traffic Signs Manual as 'pedex' crossings).' to end of para and delete '(POTS)'.	Agreed – implemented.
	J15		te	Says that farside equestrian crossings should have the same timings as toucans – clarify that this means farside toucans, not nearside	Insert 'farside' before 'toucan' in last sentence	Agreed – implemented.
	Timings		te	The section on pelicans is fine as they are a legacy provision. But the sections on other types need refining – Chapter 6 revised and amended the previous timings from LTN 2/95, TAL 5/05 etc and some periods disappeared. I've added changes in the draft document.		Not Implement exactly but subsequently agreed changes have been implemented (keep particularly the safety timing steps but align elsewhere more closely with chapter 6.

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	J18		te	<p><i>Re: "J18 The controller shall provide all the interlocks between the signals and other indicators needed to ensure safe operation as defined in TOPAS 2523."</i></p> <p><i>Given that 2523 is not mandatory, should this clause be present in 2500?</i></p> <p><i>The requirements for any 'interlocks' are already part of 2500, e.g. clause J85 defines when audible / tactile indicators can activate. Only the legacy features remain in 2523, such as power, voltage, 'gating signal', etc.</i></p>	Delete clause J18	Not agreed – TOPAS 2523 is called up so it has the same level of relevance. Clause will stay as is.
	J19		te	<p><i>Is LTN 2/95 still the correct reference</i></p>	The clause needs to be checked	LTN 2/95 is withdrawn and replaced by the Traffic Signs Manual – however the actual reference to LTN 2/95 is superfluous in this paragraph as the paragraph adequately describes the necessary functionality so the reference has been deleted.

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	J20		te	<p><i>Re: "J20 Any one or a combination of the junction, pedestrian and Toucan facilities may be provided, as called for in the Works Specification. If more than one facility is provided, then each facility must operate independently and shall be provided with concurrently accessible manual facilities."</i></p> <p><i>The wording above implies that both junction and pedestrian manual facilities must be available at an installation using both facility types. However, this appears to contradict J77, which implies pedestrian manual facilities are only required at stand-alone controllers.</i></p> <p><i>If that is the case, the text "and shall be provided with concurrently accessible manual facilities" can be deleted from J20 because it is repeated later in J78 in the context of stand-alone controllers: "...Where more than one facility is required e.g. a duplicate crossing, then the extra manual facilities must be catered for within the manual panel."</i></p>	<p>Delete from J20: "and shall be provided with concurrently accessible manual facilities"</p> <p>Clause J20 then just reads: "J20 Any one or a combination of the junction, pedestrian and Toucan facilities may be provided, as called for in the Works Specification. Where more than one facility is provided, then each facility must operate independently."</p>	<p>Discussed in detail and clause to be re-worded - implemented</p> <p>Any one or a combination of the junction, Pedestrian Toucan or Equestrian facilities may be provided, as called for in the Works Specification. If more than one is provided, then each must operate independently and shall be catered for within the manual panel.</p>

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	Pelican Crossing – J23		te	See comment above on timings		
	J49		te	<p><i>Re: “J49 The vehicle phase green shall be prevented from terminating if a hold vehicle (PV) signal is present. On removal of this signal the vehicle period shall be terminated provided the minimum vehicle green period has terminated and a pedestrian demand is present.”</i></p> <p><i>We believe this clause omitted in error to include ‘or fixed green period’ as is present in the similar clauses J32 and J65.</i></p>	Correct J49 so it has the same wording as J32 and J65.	Agreed - implemented
	J54		ed	<p><i>Clause J54 contains 12 paragraphs. Consider breaking it up in to separate clauses, at least one clause for each period 5 to 9.</i></p> <p><i>Note that text all comes under one heading, so their close relationship should remain obvious to the reader.</i></p>	Break up J54 in to separate clauses.	Discussed in detail and agreed <b>not</b> to implement at the moment.

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	J56		te	Mention of call/cancel and farside crossings – see above comment		Agreed – implemented.
	J68		Te	<i>J68 replaces J66 and J100. It includes the 4-9s range but not the 4-99s range for junctions from J100</i>		Agreed – implemented as per TOPAS 2500A (for junctions)
	J70		Te	<i>J70 replaces J68 and J102. It includes the 1-5s range from J68 but not the 3-15s range from J102</i>		Agreed – implemented as per TOPAS 2500A (for junctions)
	J70 & J73		ed	<i>The paragraphs below J70 and J73 should each be individually numbered clauses. Clause J70 currently implies that only Periods v and vi follow Period iv, because Periods vii, viii and ix appear much later as part of clause J73.</i>	Each paragraph under the heading “Vehicle Phase Intergreen – Periods v to ix” should be its own numbered clause.	Agreed – sections clarified
	J51		ed	<i>The subclauses are numbered: c d e</i>	Renumber as: a b c	Agreed - implemented

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	J51 & J67		ed	<i>In both clauses, the reference to clause J76 near the text 'fault flag' is missing, see the similar clause J34. These clauses must identify which fault flag.</i>	Add reference to J76	Agreed - implemented

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	J34, J51, J67		te	<p><i>All three clauses refer to a 'fault flag' to select the 'forced change' period rather than the 'gap change' period.</i></p> <p><i>We understand that the fault flag in all three cases is the detector fault flag identified in clauses J75 &amp; J76.</i></p> <p><i>Clauses J75 &amp; J76 include all types of detector faults, including the specific checks on the on-crossing detectors which do not need to record a fault.</i></p> <p><i>Clause J20 requires multiple pedestrian facilities to operate independently, but the words in J76 imply there is only one fault flag and FM Indicator for the whole controller.</i></p> <p><i>Also, in TR0141C and TR2210A, the equivalent clauses referred to the FM Indicator flashing due to Red Lamp faults, but this association is not present in 2500.</i></p> <p><i>Please clarify exactly which fault(s) are required to change the selected period.</i></p>	<p>We propose that any mention of a 'fault flag' is removed from all three clauses. This is on the assumption that only vehicle detector faults are required to change the selected period, and if those vehicle detector faults are configured to force the detector input active, then the 'forced change' period will naturally be selected because that detector fault forces continuous extensions.</p>	<p>Agreed that Clause 75 should be broken up and the logic re-checked across the appendices</p> <p>Where detector fault actions are duplicated in appendix B and J the text has been amended to refer to the description in appendix B where appropriate.</p> <p>The reference to the 'fault flag' has been amended to "if a vehicle detector fault has been registered on the conflicting vehicle phase" to overcome the point implied in the comment that this actions should not take place just because a detector fault has been identified somewhere, but the action is related only to</p>

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						detectors influencing the phase that is in conflict with the pedestrian phase. - implemented
	J76		ed	<i>This clause repeats the note about a central refuge that has already been mentioned in clause J9.</i>	Remove central refuge note from clause J76	Agreed - implemented
	J86		ed	Refers to 'green man'	TSRGD refers to 'green symbol' so can we replace 'man' with that? Or 'pedestrian'. Or just remove it and have 'steady green period'.	Changed steady pedestrian green period

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	J92-J95		ed	<p><i>Re: "J93 If the failure occurs during the pedestrian stage, the stage shall terminate unless it is within the minimum green period when it shall terminate at the end of the minimum green period."</i></p> <p><i>As written, clause J93 implies that the only action required is to terminate the stage at the end of the minimum green period.</i></p> <p><i>It is not obvious that the actions in J95 are to occur as well.</i></p> <p><i>A similar problem also affects J94.</i></p>	<p>Rearrange as follows: Move the words from J95 and combine with those in J92.</p> <p>Reword J93 and J94 to start: "J93 However, if the failure occurs ..."</p>	<p>Agreed implement but also move J95 to be immediately after J92.</p> <p>Also clarified that the red lamp actions apply to ped phases which conflict with the vehicle phase that has the failure – so a red lamp failure on a single phase does not disable all pedestrian phases.</p>
	J95	b) and c)	ed	<p><i>Re: "...all pedestrian red signals and indicators shall be illuminated;"</i></p> <p><i>We believe 'indicators' here needs to refer to Demand Accepted indicators.</i></p> <p><i>The word 'indicators' is used multiple times throughout the document, including in phrases such as 'near side indicators', 'audible and tactile indicators'.</i></p>	<p>In b) and c) "...all pedestrian red signals and <u>Demand Accepted</u> indicators shall be illuminated;"</p>	<p>Agreed - implemented</p>

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	J95	c)	te	<i>Re: "c) selected stand-alone streams shall be extinguished"</i> <i>It could be inferred that these streams are not extinguish until the minimum green and blackout periods have expired, as required by J93 and J94. We do not believe that is what required and instead the stream should be extinguished immediately the failure occurs, as required by J100 for stand-alone facilities</i>	Replace clause 95 c) with a new separate clause: "Alternatively, if required by the Works Specification, selected stand-alone streams shall be extinguished when the failure occurs as in J100."	Effectively implemented by actions to move J95 to be immediately after J92.
	J100	Para 2	ed	<i>Re: "Facilities shall not be restored until the fault has been rectified. The controller shall require a manual reset."</i> <i>This paragraph should have a clause number.</i>	"J101 Facilities shall not..."	Agreed - implemented
	Appendix K table 2		ed	Includes mandatory amber periods – is it worth including a ref to TSRGD now they are included there?	Insert '(as per Schedule 14 part 1 paragraph 4)' after 'mandatory signal timings'	Added "as defined by TSRGD"
	K	Table 3	Te	<i>VA Vehicle Min associated to a ped phase was 3-15 but is now 6-15 – is this an intentional change?</i>		This just aligns the table with the text in the specification so remains as is.

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	K16	d)	te	<p><i>Re: "d) The standalone vehicle red/red standing man shall not be set below 1 second"</i></p> <p><i>There are several periods where vehicle and ped red are shown, so it is not clear which one this new clause refers to. We believe it refers to the all-red period during the vehicle to pedestrian intergreen.</i></p>	Reword as "d) The all red period during the vehicle to pedestrian intergreen of stand-alone crossings shall not be set below 1 second"	Agreed - implemented
	Appendix K	Table 2	te	<p><i>Re: "All Off" period following manual switch on: 0 sec"</i></p> <p><i>Section 3.5 clearly states that the 7 second minimum All Off period <u>may</u> be omitted, and shall only be omitted if the signals have already been off for a period exceeding 7 seconds.</i></p> <p><i>We therefore believe the entry in Table should define this period as 7 seconds, not zero.</i></p>	Change to: "All Off" period following manual switch on: 7 sec"	<p>Agree to remove the text related to the off period being ignored if the signals have already been off (3.5) and to always force the 7 seconds to start even if the signals are switched back on by the signals on-off switch.</p> <p>But the All off period following manual switch-on will be retained a 0 And be clarified that it is from the signals on-off switch.</p> <p>Implemented.</p>

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	Appendix K	Table 3 Key & Facility Type	ed	<i>Re: "Key: Pd – Pedestrian, Pu – Puffin, Pe - Pelican"</i> <i>To align better with the descriptions in Appendix J, we recommend these descriptions are changed.</i>	Replace "Pd - Pedestrian" with "FS - Far side Crossing" and "Pu - Puffin" with "NS - Near side Crossing" (Pe unchanged)	Agreed - implemented
	Appendix K	Table 3	te	<i>Re: "Fixed vehicle period, Range 20-60 seconds, Access Level 3"</i> <i>We believe customers want the ability to modify this period remotely and therefore it should be assigned Access Level 2, not 3. Note also that the description of this period in J25 refers to this as the maximum green time, and maximum green times are required to be Access Level 2 according to the same section of Table 3.</i>	<i>"Fixed vehicle period, Range 20-60 seconds, Access Level 2"</i>	Agreed. Also check if extensions already level 2 and if not set them to 2.  Implemented
	Appendix K	Table 3	ed	<i>Re: "Puffin"</i> <i>The periods in the subsection 'Puffin' apply to all Near Side crossings, so this title should be clearer.</i>	Replace "Puffin" with "Near side crossing"	Agreed - implemented

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	Appendix K	Table 3	te	<i>Re: "Junction pedestrian" The periods in the subsection 'Junction pedestrian' apply to all Far Side crossings, both stand-alone and at junctions, so this title should be clearer.</i>	Replace "Junction pedestrian" with "Far side crossing"	Agreed - implemented
	Appendix K	Table 3	ed	<i>Re: "Red or Blackout Extension (Ref Period 6 or vi), Type: Pu Pd, Range: 0.4 - 5, ..." As this period applies to both Puffin and Pedestrian, it should be copied to the Puffin section of the table. Also, for clarity, the description should mention on-crossing detectors.</i>	<u>Puffin</u> - On-crossing extension (Ref Period 6), Pu, 0.4 ...  <u>Pedestrian</u> - On-crossing extension (Red Period vi), Pd, 0.4 ...	Agreed - implemented
	Appendix K	Table 2 Table 3	ed	<i>The entries for "pushbutton demand with kerbside cancel" are duplicated, appearing in both Table 2 and Table 3. Given that these periods only apply to pedestrian facilities, we recommend the duplicate entry in Table 2 is deleted.</i>	From Table 2, delete subsection titled "Pushbutton demand with kerbside cancel"	Agreed - implemented

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<sup>2</sup> **Type of comment:** ge = general te = technical ed = editorial

**NOTE** Columns 1, 2, 4, 5 are compulsory.

# TOPAS0601 Template for comments and TOPAS Board Observations

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Date: 1/3/21 End date: 1/4/21  Combined comments 1/3/21 v7 TOPAS Admin	Document TOPAS 2500B (v8)
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(1)	(2)	(3)	(4)	(5)	(6)	(7)
See note 1	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/ Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change)	Proposed change	TOPAS Board observations on each comment submitted
	Appendix K	Table 3 Period viii	ed	<i>Re: "Junction Pedestrian, Red/Blackout ... Period viii"</i> <i>During Period viii, the signals are required to show vehicle red and pedestrian red, see Figure J3. However, Table 3 lists Period viii under the subheading "Red/Blackout"</i>	Replace: "- Period viii" With: "Red/Red Period (Period viii)"	Agreed - implemented
	Appendix K	Table 3	te	<i>For completeness, the 'Pedestrian to vehicle phase intergreen' subsections for 'Puffin' and 'Pedestrian' should include the final vehicle red/amber Period 9 / Period ix. Note: This period is present in Table 4 (for Toucans) but is missing from Table 3.</i>	<u>Puffin</u> Vehicle Red/Amber (Period 9), Pu, 2, -, 4, Fixed  <u>Pedestrian</u> Vehicle Red/Amber (Period ix), Pd, 2, -, 4, Fixed	Ultimately agreed to remove as already defined at the start of table 2 (and is also a TSRGD defined time)

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See note 1	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/ Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change)	Proposed change	TOPAS Board observations on each comment submitted
	Appendix K	Table 4	ed	<p><i>Re: "Table 4 Timing Parameters for Toucan Facilities"</i></p> <p><i>We recommend this table is deleted. It only duplicates information that is elsewhere, and it contains errors and could cause confusion.</i></p> <p><i>Clauses J8 and J11 state that Toucan facilities may use Near Side or Far Side signals, and those periods are already defined in Table 3.</i></p> <p><i>Table 4 refers to Period V, VI, etc (uppercase), but no such periods are defined in Appendix J.</i></p> <p><i>All the periods described in Table 4 also appear in Table 3, with the exact same range, step and access levels values.</i></p>	Delete Table 4	Agreed - implemented
	L10		ed	<p><i>Referenced TAL (3/03) is incorrect – equestrian crossings</i></p>	Change reference to 2/03 And add to references	Agreed - implemented

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See note 1	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/ Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change)	Proposed change	TOPAS Board observations on each comment submitted
	L10		te	<p>Clause L20 refers to TAL 3/03. On the <a href="http://www.gov.uk">www.gov.uk</a> web site I can find no mention of a 3/03 specification. There is a 'TAL ITS 03/03' document, but it does not appear to be related.</p> <p>Please check the correct specification has been referenced and that it is available.</p>		Agreed – implement (as above)
	L11/L12		te	<p>Timings are only applicable to typical loop distances (given in L9)</p>	L11 and 12 should state that these timings are only applicable to the typical loop distances given in L9	Agreed - implemented
	L12		ed	<p>Clause L12 refers to the outer and inner pairs of SDE loops, but the text omits the word 'outer'.</p>	<p>"L12 Where Speed Discrimination (Triple Vehicle Extension) ... between the inputs from the <u>outer</u> speed measuring loops of 183 milliseconds or less exists, or from the inner speed measuring loops ..."</p>	Agreed - implemented

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	Appendix Z	13	ed	<p><i>Re: "Failure Mode Analysis – A reference to the product failure mode analysis requirements and results by document part number and issue."</i></p> <p><i>Are the words 'requirements and results' a result of a copy/paste from similar entries in the table?</i></p> <p><i>The FMA process produces a document, not test results.</i></p>	<p><i>Reword as: "Failure Mode Analysis – A reference to the Failure Mode Analysis document for the product (by document part number and issue)."</i></p>	<p>The document is the results so no change needed.</p>
	Appendix Z			<p><i>Change the reference to Radio Agency to RED.</i></p>	<p>As per TOPAS 2040</p>	<p>Agreed - implemented</p>

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