



Do you know TRANSYT?

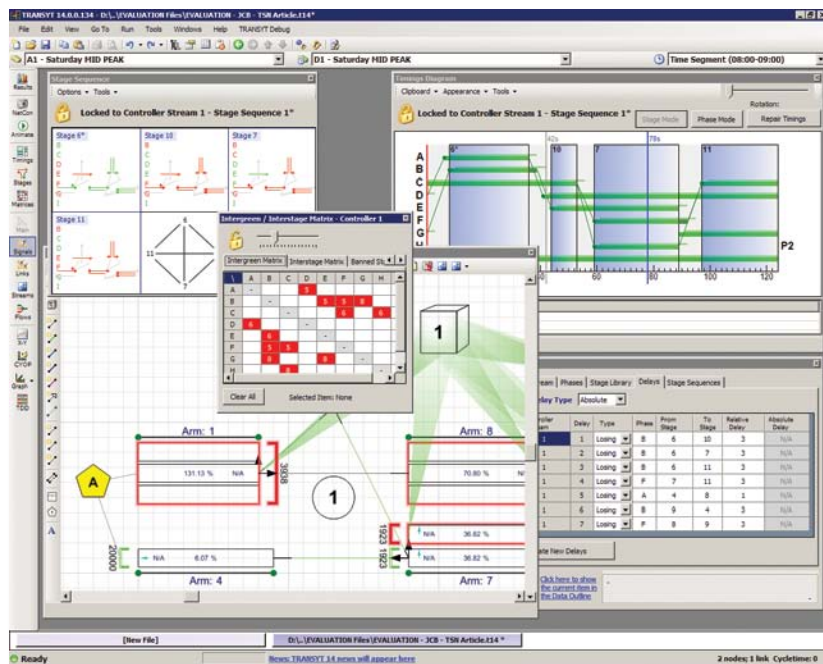
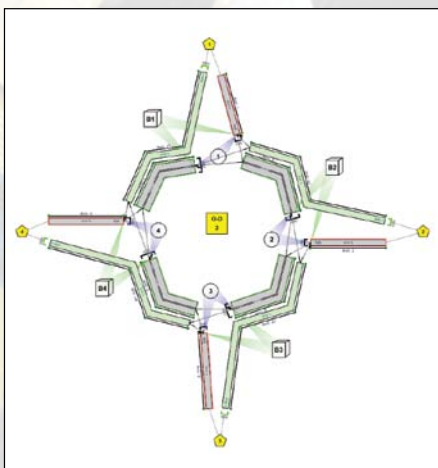


Everyone knows TRANSYT – Right? It’s a macroscopic software package for studying large signalised networks, isn’t it? It has been very successful throughout the world for the past forty years or so, and still is, but crucially that’s not all...

TRL’s relentless re-investment in our products, particularly in the past three years, has seen it extend its modelling horizons and gain many new customers as a result. A new graphical interface for the 21st century, and new modelling capabilities was the focus for TRANSYT 13 in 2008. TRANSYT 13.1 shipped in 2009 with added functions, and was also joined by new modules linking TRANSYT to two of the most popular microscopic models, Aimsun and VISSIM. The most recent work on TRANSYT 14 extends its capabilities significantly further than previously possible. Read on to see how:

Roundabouts and Priority Junctions

TRANSYT 13 is already well known for its design capabilities and modelling of signalised roundabouts, but what happens if you have a primarily unsignalised or even a fully unsignalised roundabout within your network? TRANSYT in conjunction with an ARCADY licence will for the first time allow you to model all roundabouts from fully signalised to fully unsignalised. The platooning effects of other parts of a network will be taken account of in the model.



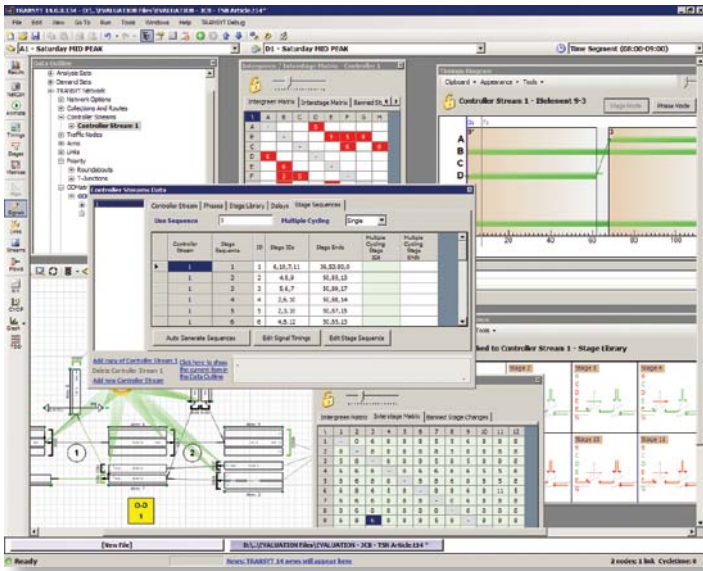
What about other priority junctions? - These can also be modelled using a PICADY licence. Geometric parameters can be specified directly within TRANSYT and stored within the TRANSYT file. Give-way coefficients are then calculated and assigned by TRANSYT to your network structure.

As many traffic engineers already have licences for ARCADY, PICADY and TRANSYT, this integration of software functionality will provide a sum greater than the individual component parts. When using the latest versions, users will also be able to utilise their existing licences without the need for new purchases and, this allows TRL to keep the price of TRANSYT low.

This brings us to another important change – the TRANSYT link structure. Users have a choice between the traditional link structure, or use TRANSYT 14’s new lane and Traffic Stream

structure. In many cases this reduces the number of connections that need to be set up and allows a direct ‘one TRANSYT lane’ to ‘one real lane’ relationship to be used. The grouping of lanes into Traffic Streams allows all situations to be modelled in the correct manner, where multiple lane choices are present.

When wishing to model priority situations in the most accurate manner it involves the definition of a detailed model which takes account of all movements that influence each other - by extending TRANSYT’s conflict model to allow for as many conflicts as you need, the many conflicts requires can now be defined. Wherever possible we have tried to keep TRANSYT’s models as generic as possible. As an example, the give-way model can be easily set up to deal with non-UK situations where priorities (rules-of-the-road) may be different.



Signalled Junctions

Standard signalled junction modelling has many new enhancements. A new controller stream object separates out the signal data from the network structure and phases are now separately defined and referenced by links or traffic streams making for a more intuitive way of working. Staging data is now more easily manipulated graphically using enhanced stage sequence diagrams and signal timing diagrams with both phase or stage manipulation modes, or by typing in timings data directly. Phase delays, etc can now be stored for all possible transitions allowing MOVA/SCOOT related data to be stored and presented in the output Report.

Reporting

Don't want HTML? Then simply export to Word or PDF format directly from within TRANSYT. TRANSYT file comparison capabilities have also been added providing an easy way to see what's changed between one file and another.

A number of useful new output tables are also provided, e.g. Stage-to-stage interstages and phase delays, etc.

The Optimiser

So far we've said quite a lot about the model but there is one other 'BIG' part of TRANSYT – The Optimiser. In TRANSYT 13.1 we introduced the "Enhanced Optimisation" to take advantage of the speed of modern processors, and the "Extended green splits" options to help when using the new links to micro-simulation. But now with the advent of TRANSYT 14 we are embracing the power of your PC with two new optimiser options. In addition to the standard "Hill-climb" there is now the additional option of either "Simulated Annealing" or "Shotgun Hill-climb".

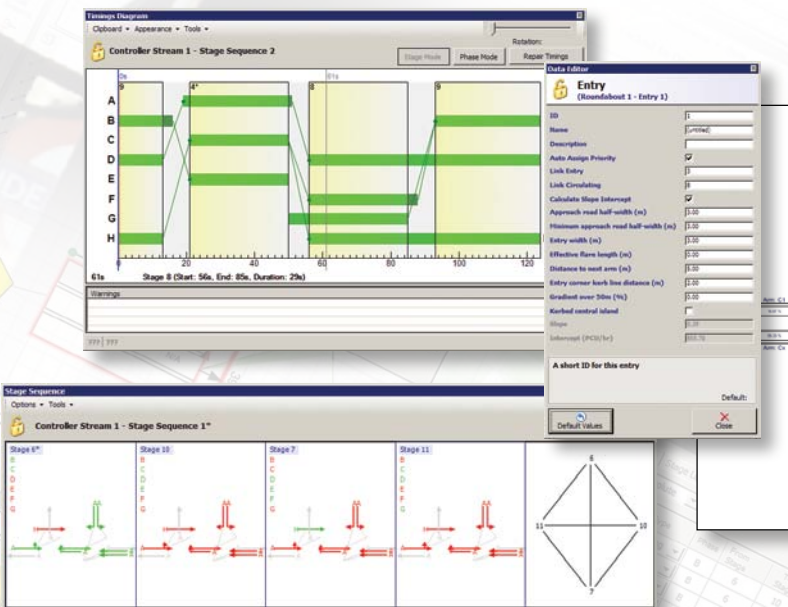
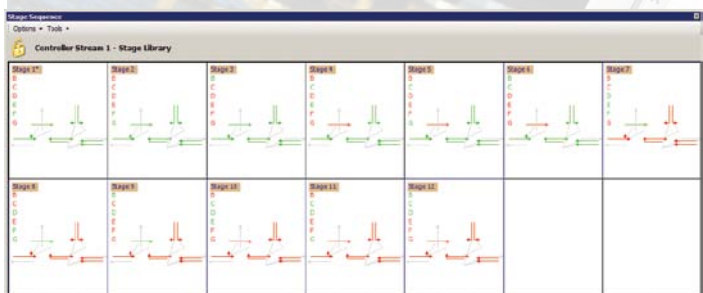
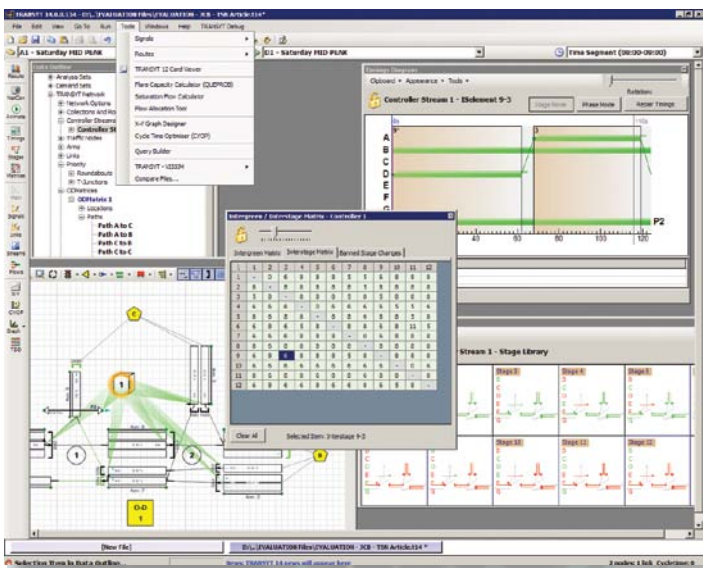
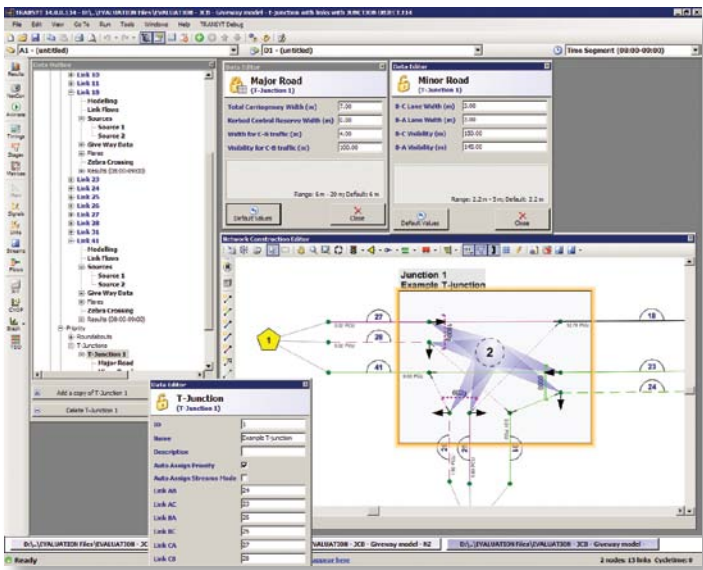
Various complex situations were always difficult to deal with - no more so than the dreaded "mutual-opposition"! With substantial changes under the bonnet, this can now be modelled in TRANSYT 14, along with complex flared situations.

TRL has also brought smart technology into TRANSYT, by way of efficient routines, to enhance the phase and stage optimisation capabilities of TRANSYT.

No longer should TRANSYT be considered just a network tool - TRANSYT 14 is designed specifically for the easy assessment of isolated signal-controlled junctions, in addition to its more traditional roles.

The original hill-climb is very good at providing efficient timings quickly, but not necessarily the best timings. Investigations have shown how different starting points affect the results and it is this affect that is 'cured' by the introduction of the "shotgun hill-climb" process which allows you to set how many runs from different starting points (different timings) you wish to run. Typically 10 to 20 runs will give worthwhile improvements in network performance for most networks. The Simulated Annealing process also offers you control over its optimisation, so that the balance between speed and performance

With the integration features of TRLs priority junction capabilities you now have a tool that will perform detailed, uncompromised analysis of any junction - it is now a case of one tool fits all.



can be set by yourself to suit your particular requirements.

These two processes will often produce significantly better results and crucially will always produce better results than you have already.

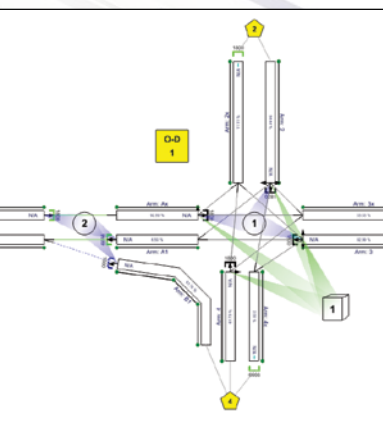
From discussions with some of our customers, we have come to recognise that in congested conurbations it can be more important to find a good solution that keeps the main arterial routes (corridors) running well at the expense of less critical parts of a network than finding the best overall solution.

To this end we have introduced the concept of Degree of Saturation limit penalties. These allow upper and lower limits to be specified on individual lanes or links, with associated penalties when these are exceeded. This gives TRANSYT users the ability to encourage the optimiser to provide solutions that keep the main arterials running, improving journey time reliability settings on corridor routes, something that has a strong political will in many geographies.

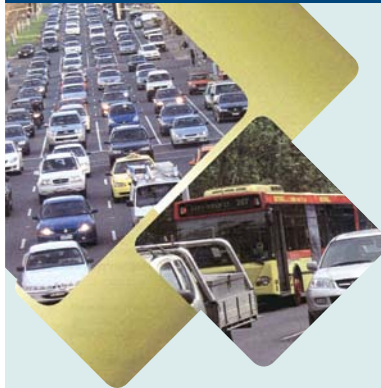
Miscellaneous

In addition to everything listed, we have also revised fuel consumption calculation; modelling of indirect traffic control; RR67 calculations assigned per lane; constant red or green signals tolerated; phase minimums and maximums; improved modelling of oversaturated conditions; new NetCon PDF flow animations and many GUI enhancements.

We are sure that TRANSYT 14 won't disappoint!



TRL are pleased to announce two important developments in Australia



After a thorough and detailed technical evaluation of TRANSYT lasting six months, VicRoads Metropolitan South East Region has made an agreement and corporate purchase of TRL Software. Under the agreement TRL have supplied network licences of TRANSYT 13 and will supply upgrades to the forthcoming TRANSYT 14 release when it ships. In addition VicRoads has taken delivery of ARCADY and PICADY licences to provide a full complement of TRL modelling tools.

TRANSYT was evaluated using a Displaced Right Turn intersection treatment concept and used the Box Hill Central Activity District as its case study. The evaluation determined that TRANSYT sat nicely between existing tools that VicRoads can use. Under the agreement, other departments in VicRoads will be able to leverage the

same terms to provide a common tool base across departments.

TRL will provide direct support to VicRoads providing a continuous open communication channel with the team to support them in this exciting software adoption. TRL is looking forward to the future and tailoring the product further to ensure it meets the needs of VicRoads and the Australian Engineers, including linking to popular Australian signal control strategies such as SCATS. TRL will be in Melbourne in November to provide joint training with Aurecon on TRANSYT 14 as part of the agreement and intend to tour the country to see our growing customer base.

In an unrelated development, Aurecon, TRL's partner in Australia and New Zealand, are using TRANSYT to model the very congested area, of Melbourne, Hoddle Street, in one of the largest studies of recent times.

The Hoddle Street Study is part of the Victorian Transport Plan, where the State Government is undertaking a \$5 million two-year study to investigate ways to improve the efficiency and reliability of all modes of transport along and across Hoddle Street from Eastern Freeway to just north of the M1 Freeway (Citylink).

Hoddle Street is critical to north-south and east-west transport movements in inner Melbourne and the flow of

the Eastern freeway traffic to and from the CBD.

As conditions change and demand continues to increase, the challenge is to find ways to reduce congestion and improve transport flow whilst considering the needs and safety of pedestrians, cyclists and public transport users.

The Aurecon and URS consortium who are contracted to conduct this study for VicRoads chose TRANSYT 13 and TRL's PERS software as they believed that these tools were the best products for the job.

Hoddle Street poses a real test for TRANSYT as the size of the modelled area pushes the boundaries of the software and has a complex and large area of road infrastructure, with many unique complexities. The CTM is adding real value by showing the blocking back of congestion on key junctions.

TRL has been providing support to the consortium including support of the initial PERS audits on site.



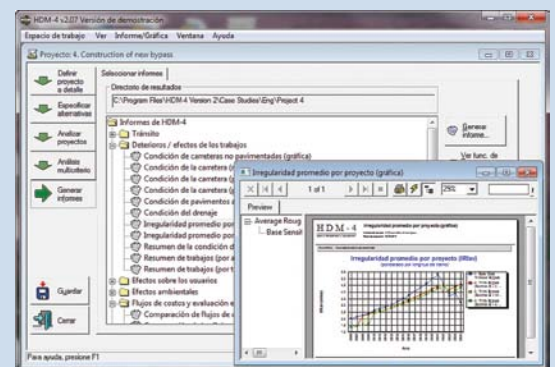
HDM-4 available now with SPANISH language option

HDM-4 is an internationally recognised tool for the analysis of road management and investment alternatives. It is used by government road administrations and agencies, transportation consultants, and education and transportation research institutions around the world.

In August 2008 TRL were appointed as distributors of the download only version of HDM-4 Version 2 via our website and through the software sales team. This has now been extended so that from 1st June TRL are authorised to sell the software on CD as well as via internet download. This offers an alternative delivery method to our customers, and is particularly useful for those in far flung places around the world with slow internet access.

We can also announce that a project funded by **PIARC** to translate the HDM-4 user interface and reports into Spanish has been completed by the **Mexican Institute of Transport** and HDM-4 version 7 is available for **purchase** and as an **update** for selected existing users.

HDM-4 is available at a discounted upgrade price to all Version 1 users in Spanish speaking countries, and the special offer will run for a period



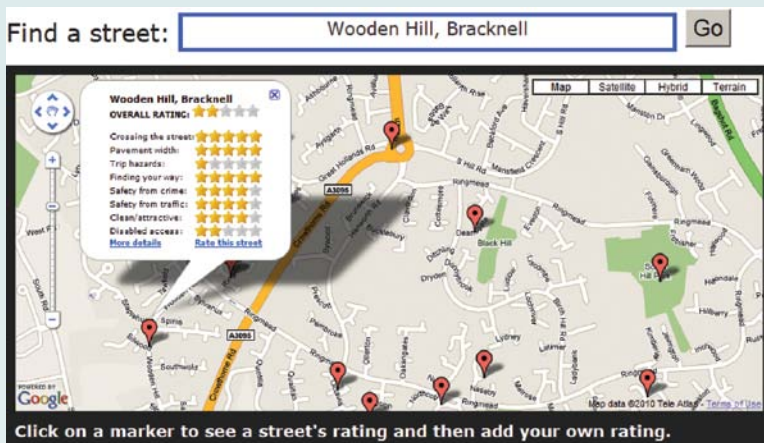
of one year from 1st June 2010.

HDM-4 Version 2.07, also resolves a number of issues identified in HDM-4, so existing users should review the changes outlined on the HDM Global website to determine if they wish to update their existing software.

RATE MY STREET

Ensuring that everyone gets their say in public consultations can be time consuming and managing the expectations of those consulted can be even trickier. From an operational perspective, turning any responses into meaningful, reliable and representative data is a lengthy task.

This is particularly true when trying to find out people's opinions relating to the street environment. Streets are used by many, but getting a wide variety of responses can entail long hours polling pedestrians on street corners and it is often difficult to get the opinions of those most hard to reach.



TRL has developed a web based consultation tool called RateMyStreet which complements Traffic Assessments, Safety Assessments and other schemes which require transparent public consultation. Anyone can access the easy to use website and provide feedback for streets on a star rating system. There is also the opportunity to provide comments. No log in details are required, and providing feedback is extremely quick.

Importantly, the information is collated in a server side database for easy onward analysis and for inclusion in any report. The data collection parameters (for star ratings) can be tailored to specific projects.

The tool sits alongside TRL's street auditing capability in pedestrian, cycling and freight environments, and a beta version of the website is available now at www.ratemystreet.co.uk.

Ratemystreet has been built in a way that can be tailored to customers unique application, i.e. it can be "skinned" to your look and feel for your public consultation or project. As an example, we can change the front of the application to match an authorities / organisations corporate look, enabling you to engage with your constituents / target audience. If you would like to utilise ratemystreet in any streetscape project / public consultation you are running, contact us and we can provide a quote for providing the service and data extract / analysis.

This service is available to Local Authorities and consultants alike.



TRL streetaudit

Many of you will be familiar with PERS, TRL's auditing technique for measuring the performance of the pedestrian environment. PERS was developed almost a decade ago and has been used extensively in London, the UK and around the world to understand how to measurably improve provision for people on foot. PERS consists of an on-street methodology and a software package to support the storage, manipulation and display of information collected on site.

PERS can be used to:

- Identify deficiencies in levels of service and provision of suitable pedestrian support.
- Systematically assess pedestrian needs and prioritise improvements.
- Strengthen objectivity in the decision making process.
- Produce focussed and transparent project proposals based on a clear and consistent evaluation framework.

TRL's street auditing capability has now evolved to include two sister applications for assessing other features of the street environment. Two methodologies, one for freight environments (FERS) and one for cycling environments (CERS), have also been developed to help policy makers and stakeholders to understand problems and realise realistic priorities in these challenging times. The flexibility of the streetaudit approach means it transcends international boundaries, and collectively TRL's street auditing capability has been used in Australia, South Africa and Canada.

The freight environment can be reviewed in terms of mismatched demand and capacity, non-compliant and misleading signage, theft of goods whilst delivering, risk to driver and other street users and difficulties in

moving vehicles around an area. Freight is typically a hard policy area to get right for all stakeholders. Local residents want to minimise noise and disruption, drivers want to make the right drop at the right place as quickly as possible and operators want to decrease the numbers of PCNs received. Add a generous measure of pressure on local authorities to deliver the best for less, a spoonful of local congestion and a serving of waiting restrictions into the mix and freight can be seen as "too difficult" to effectively manage.

So what's the recipe for success? The FERS tool is able to identify and help prioritise all of these problems from a variety of perspectives, outputs are useful for a variety of audiences including planners, engineers and local stakeholders. The FERS method supports and strengthens the data collection and monitoring aspects of any Local Transport Plan or Local Implementation Plan.

The cycling environment is reviewed to identify deficiencies and problems faced by cyclists along routes, at crossings and at cycle parking areas. It can be used during the planning process to create baseline results, or to highlight issues in current cycling environments. The CERS method has been applied in a range of projects including safe routes to schools, cycling masterplan implementation and non-motorised user corridor upgrades.

To support the on-street data collection associated with street auditing, a new suite of module-based software has been developed. The new

software, TRL streetaudit, encompasses the functionality of PERS as well as adding the features for FERS and CERS.

TRL streetaudit is available now, and software users can pick any combination of modules, with the pedestrian and freight modes currently available and cycling module to follow shortly. Preorders are already being taken for the CERS module, and it looks set to become another invaluable tool in any planner's toolkit.

The software allows users to:

- identify poorly scoring environmental features;
- map results in the built-in GIS tool;
- export data to other GIS tools;
- produce graphical outputs suitable for reporting;
- store site photographs; and
- produce quick win recommendations

This exciting development offers value for money when undertaking analysis of street audit data, and can ensure that improvements in one mode have positive effects on other street users. If you need to put reliability, replicability and robustness into your street assessments, get in touch with us now!



High Profile Presence at the III ITS Congress in Poland

Held at the Radisson Blu Centrum Hotel in Warsaw, Adam Giszczak, Principal ITS Consultant gave an enlightening presentation in Polish on TRL Software with particular focus on SCOOT adaptive signal control and the role of TRL in the SCOOT consortium.

Adam took part on the after session panel where there was much interest in his presentation and a lot of questions relating to SCOOT. Many of the local authorities in Poland, asked in-depth and intriguing questions around the benefits of the system, already experienced by other authorities around the world.



Our picture shows Adam taking part in a debate about Traffic Management Systems

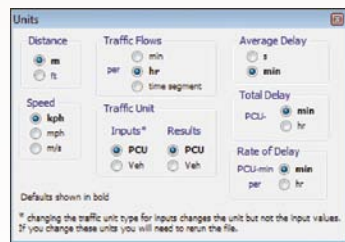
ARCADY 7 FAQ



ARCADY 7 released late summer 2009 and has already seen unprecedented adoption by both existing and new customers. This FAQ has been put together to help people with the most common questions that come up.

I have entered turning counts for each 15-minute time segment but the results look far too high/low. What am I doing wrong?

The answer to this and similar questions is that you should always check which units each screen uses. All relevant screens always show the current units at the top of the screen or next to each data item. You can customise the units at any time, but it's important to note that this affects ALL relevant screens. To change units, select Data>Units from the main menu and then choose from the various options. The choice of units is saved with the file.



Units screen in ARCADY 7

When you start a new file, all flows are in PCU/hr. Even if looking at an individual 15-minute time-segment, in the flows, results or turning counts screens, the flow is still in PCU/hr. For example, if 100 PCU are counted in 15 minutes, this is 400 PCU/hr. Using the same units in this way makes it easier to work with rates in a consistent way. If you prefer to enter actual counts per time-segment, simply change the *Traffic Flows* option in the Units screen to 'per time segment'. (You can change back and forth as many times as you like, and any previously input data will automatically be displayed in the new units.)

I have entered turning counts/flows using the wrong units. When I change units, the values in the screens change. How can I change the data into the correct units?

As an example, say you have a count of 100 PCU in a 15-minute time segment, and enter this directly as 100, not realising that ARCADY is in PCU/hr mode. ARCADY would interpret the value as 100 PCU/hr, whereas you wanted 100 PCU per 15 minutes, or 400 PCU/hr. You could re-enter all the data by hand, or you could copy

each flows/counts grid to Excel, alter them and then paste back in ARCADY. Alternatively, since you know that all the flows need to be made 4 times bigger, you could simply enter a flow scaling factor of 400% for each arm. (This is only possible if you're not already using the flow scaling factor.)

If I'm working with PCUs, do I still need to use the Vehicle Mix screen?

Even if your data is exclusively in PCU, it's still a good idea to enter heavy vehicle proportions. This is because some parts of the ARCADY model work with PCU and others use vehicles. However, the parts of the model that use vehicles make only a minor contribution to the

overall results, so using or ignoring the Vehicle Mix screen will usually make only a negligible difference. If you are working in vehicles, then you should always enter heavy vehicle proportions.

Why does the Summary Results screen only show one set of outputs? Why does the Summary Results screen have lots of blank sections?

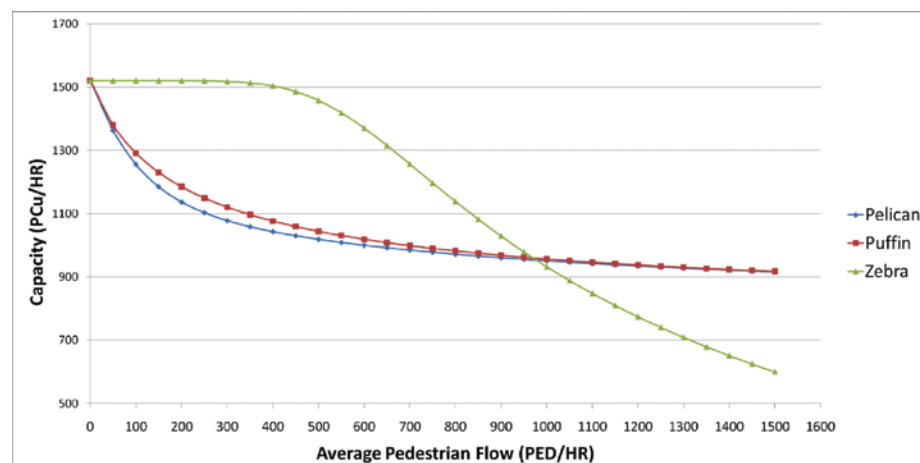
By default, this screen only shows the results for the currently selected Analysis and Demand Set pair. To show results for all sets, click *Mode>Show All Analysis and Demand Sets* from within the Summary Results screen. Note that this option is saved as a user preference rather than in the file.

The Summary Results screen automatically lays out rows and columns according to your naming of Analysis and Demand sets. Different Analysis Sets (e.g. existing/proposed layouts) form different sections. The Time Period Names of Demand Sets (e.g. AM/Off-peak/PM) form the columns. Finally the Scenario Names of Demand Sets (e.g. 2009, 2015) form rows. You can use the Scenario Name to fully describe the Demand Set (e.g. '2009 Off-peak') but you may then find that the Summary Results screen shows a large grid that is mostly empty, because the program wouldn't know how to separate the time period from the year and other information.

Summary Results screen in ARCADY 7

	Mode: Columns											
	AM				Off-peak				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
Existing layout - 2009												
Arm 1	1.18	0.21	0.54	B	0.91	0.18	0.48	B	2.10	0.32	0.68	C
Arm 2	1.18	0.21	0.54	B	0.91	0.18	0.48	B	2.10	0.32	0.68	C
Arm 3	1.18	0.21	0.54	B	0.91	0.18	0.48	B	2.10	0.32	0.68	C
Existing layout - 2015												
Arm 1	2.10	0.32	0.68	C	0.91	0.18	0.48	B	19.56	2.30	0.99	F
Arm 2	2.10	0.32	0.68	C	0.91	0.18	0.48	B	19.56	2.30	0.99	F
Arm 3	2.10	0.32	0.68	C	0.91	0.18	0.48	B	19.56	2.30	0.99	F
Proposed layout - 2009												
Arm 1	0.54	0.10	0.35	A	0.45	0.09	0.31	A	0.78	0.12	0.44	A
Arm 2	0.54	0.10	0.35	A	0.45	0.09	0.31	A	0.78	0.12	0.44	A
Arm 3	0.54	0.10	0.35	A	0.45	0.09	0.31	A	0.78	0.12	0.44	A
Proposed layout - 2015												
Arm 1	0.78	0.12	0.44	A	0.45	0.09	0.31	A	1.67	0.19	0.63	B
Arm 2	0.78	0.12	0.44	A	0.45	0.09	0.31	A	1.67	0.19	0.63	B
Arm 3	0.78	0.12	0.44	A	0.45	0.09	0.31	A	1.67	0.19	0.63	B

Vehicular capacity against pedestrian flow, for three different crossing types (medium vehicular flow)



Choosing between a Pelican and Puffin crossing seems to make no difference to the results.

The difference between these crossing types is most noticeable at low pedestrian flows and where there are also low vehicle flows, as shown in the chart. At low pedestrian flows, the vehicular capacity is highest with a zebra crossing. In this region, if a signalised crossing is being used, a puffin will give better performance than a pelican. At higher pedestrian flows, using any sort of signalised crossing is the best option, and the difference between a pelican and puffin becomes negligible. Of course, there are many other considerations such as safety and layout options.

When I use the graph generator I can copy graphs as a picture, but how do I copy the actual data?

If the graph includes a set of numbers, right-click in the grid and select Copy. You can then paste the numbers to Excel for further analysis.

Using the Optimiser screen to find site-specific capacity adjustments

Historically, ARCADY and PICADY have used the concept of site-specific intercept corrections to allow for differences between individual junctions that cannot be explained by any other part of the model. Sometimes this is used to calibrate a set of base flows. ARCADY 7 introduced the ability to directly adjust the **capacity** of each arm (or the entire roundabout) rather than the intercept, which has the advantage of taking into account all modelling features such as pedestrian crossings and so on.

An easy way to determine the capacity adjustments in ARCADY 7 is to use the Optimiser screen. This general-purpose screen lets you set up any number of input variables to adjust in order to meet any number of target output variables. So, you could set up the input variables to be the capacity adjustment for each arm, and the output variables to be the queue or entry flow on each arm. Then enter your observed queue or entry flow as the targets, and start the Optimiser. Wherever possible, ARCADY 7 will then show you which capacity adjustments are needed to boost or lower the model predictions to match your observations.

This is a powerful method because it will work with any set of output variables, and will work for any time segment or the entire modelled period. You should, however, exercise caution, because we would not recommend attempting to calibrate a junction on the basis of a single set of queue observations. An accurate count of entry flows on each arm, as described in the User Guide, is more appropriate.

Case Study of ARCADY 7 in the USA



Used internationally, ARCADY 7 has been successful to design and re-design thousands of roundabouts worldwide, and this case study details the work carried out by Mike Gingrich and Mark Lenters PE from Ourston Roundabouts in Ann Arbor, Michigan, USA.

The intersection of Fuller Road and Emergency Medical Center Drive is located on the University of Michigan Campus and provides direct access to the hospital emergency entrance. Being in a university setting, the intersection experiences a high level of pedestrian, cycle and bus traffic.

To assess the impact of pedestrians on capacity, as well

as providing flexibility for the installation of signalized cross walks in the future if desired, an analysis was performed with ARCADY 7 software for unsignalized and signalized pedestrian crossings.

As a signature service transit line may be implemented in the future, several different project traffic volumes and scenarios were analyzed to determine what affects this transit line may have on the operations of the roundabout, including possible staging options for free flow and partial by-pass lanes. The explorations of the various scenarios produced a multi-lane design that can be constructed without requiring expensive bridge reconstruction, minimal mass grading to address



steep grade drop-offs, a stage alternative for the partial by-pass lane and sufficient capacity for projected 2035 vehicle and pedestrian needs.



Implementation of the case study would ensure the efficient flow of the intersection without the need for expensive reconstruction works, so an excellent demonstration of the cost-saving benefits that can be achieved by busy Traffic Consultants using ARCADY 7 in diverse conditions around the world.

Ourston are the only Authorised Training Centre in the USA and Canada for ARCADY 7.



Global Reseller Network Continues Expansion



TRL Software's global reseller network continues to expand at a rate of knots, with two new distributors now on board; MaxCad based in Romania and Modelle in Brazil. Both companies will sell and support the whole suite of TRL's software products to their local customers.

Having appointed nine new resellers in the last twelve months, and with negotiations ongoing in Vietnam, USA and Canada, Russia, Sri Lanka and the Nordic countries, TRL's distributor network continues to reach out to traffic engineers and consultancies around the world.

"The momentum continues to build," said Gavin Jackman, Head of Traffic and Software at TRL. "It's very satisfying to be able to increase our commitment to existing overseas customers, as we grow our presence in the market globally. The appointment of MaxCad and Modelle is a solid step forward and give us a direct presence in both Romania and Brazil for sales and support."

Anyone who is interested in becoming a distributor to promote and support TRL's software sales overseas, should email software@trl.co.uk



WHO'S WHO

NICK HILTON-ABLEWHITE



Nick joined TRL in February 2010 as an Intelligent Transport Systems consultant. Nick brings with him over ten years of operational experience having held leading roles in Traffic Wales, Traffic Scotland and as a senior ITS project manager whilst working for W S Atkins.

Nick has public sector experience after acting as project manager / principal ITS consultant for Transport for London on an 18 month project which saw the operational responsibility for all 13 road tunnels transfer from the Metropolitan Police Service into the London Streets Business Unit of TfL.

Nick also has good experience of working with high profile clients including the Welsh Assembly Government, Highways Agency, Transport for London, Somerset County Council and the Scottish Executive.

Nick is looking forward to working across the whole of TRL's Transportation division, where his commercial and operational experience can be best used but also to allow him to develop his own business skills.

Away from work Nick likes to spend time with his family and when allowed indulge in his passion for motorsport by doing track days.

MIKE HUTT



Mike is a New Business Consultant with a varied background that originates in Engineering. He joined TRL Software in May 2010 to help increase revenue and support TRL's expansion both in the UK and overseas.

After graduating from college with a National Diploma in Engineering, Mike has gained considerable experience in the business sales field. Having worked for high profile companies such as Harley Davidson, he has most recently been with Logistics Company DHL Express Ltd where he increased revenue within his designated territory by 33% by building on customer satisfaction, listening to their needs and delivering against them.

His role is to promote TRL as a company and to drive the sales of its software and consultancy services through existing channels and through the acquisition of new partners. Mike will be focussing strongly on the growth of the overseas market, capitalizing on the success already achieved by the software team. He is looking forward to the challenge of breaking into new markets for the company and utilising his own skills to generate new prospects and being part of what he sees as an exciting time for the TRL.

Outside of work Mike is a family man, though he finds the time to train in the gym and enjoys hiking and walking. Mike's latest adventure was a Multi-Peak Ridge Walk across Snowdonia National Park.

DID YOU KNOW THAT YOU CAN NOW FOLLOW US ON TWITTER?

Do you Twitter? It seems everyone does these days.

If you have a Twitter account, be sure to follow TRL Software – and keep up to date with all our latest news, events, software offers and releases.

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Follow us at <http://twitter.com/TRLSoftware>



And of course you can find more in-depth software information on www.trl.co.uk, and www.trlsoftware.co.uk

FORTHCOMING EVENTS

We're planning to be out and about a lot in the next year or so attending and exhibiting at various events in the UK and overseas – why not catch up with us in person?

We'd be pleased to see you and to discuss your software requirements – here's a list of the events planned so far:

Modelling World 2010 – Conference & Exhibition

17th June 2010
Chelsea Football Club, UK

MOVA User Group

14th September
University of Hertfordshire
de Havilland Campus, UK

JCT Traffic Signals Symposium & Exhibition 2010

15th - 16th September
University of Hertfordshire
de Havilland Campus, UK

TSS European Aimsun Users' Meeting

29th September to 1st October
Barcelona, Spain

PTV WW Users' Meeting

20th - 22nd October
Karlsruhe, Germany

Transportation Research Board 90th Annual Meeting

23rd - 27th January 2011
Washington DC

Traffex 2011

March 2011
NEC Birmingham, UK

TRANSYT maintenance release 13.1.2

TRANSYT 13.1.2 was released at the end of March 2010. The key changes were as follows:

- The TRANSYT blocking-back model (CTM) is enhanced to allow the give-way model to be calibrated to deal with congested situations
- CTM can now make use of the user-defined "Maximum Queue Storage" – allowing more accurate modelling of blocking effects
- Links to the microscopic models VISSIM and Aimsun are updated to work with the latest releases of these products.
- A set of useful time-saving template TRANSYT files is provided with the product to allow quick construction of various junction types by merging them into your networks.

A more comprehensive list of changes is available in our release notes for v13.1.2 on our website at www.trl.co.uk/transyt.htm via the training and support page.

If you would like more information on any of the issues raised in this issue please contact us. email: software@trl.co.uk or visit us at web: www.trlsoftware.co.uk

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