



New Pedestrian Review Software

Orders are already being taken for TRL's Pedestrian Environment Review System (PERS) software, launched at Traffex and now on sale. The software supports a system of auditing pedestrian facilities and networks to determine their quality and the degree to which they serve pedestrians' needs.

PERS, which is supported by a detailed handbook, allows reviewers to evaluate the performance of different aspects of pedestrian facilities, such as width, surface quality and environmental quality, scoring them on a fixed scale. Scores are automatically weighted by the software to give an overall performance indication for the facility. The software allows the relative performance of different facilities to be compared in terms of their overall quality (Fig 1) or in terms of any of the individual headings of the review framework (Fig 2).

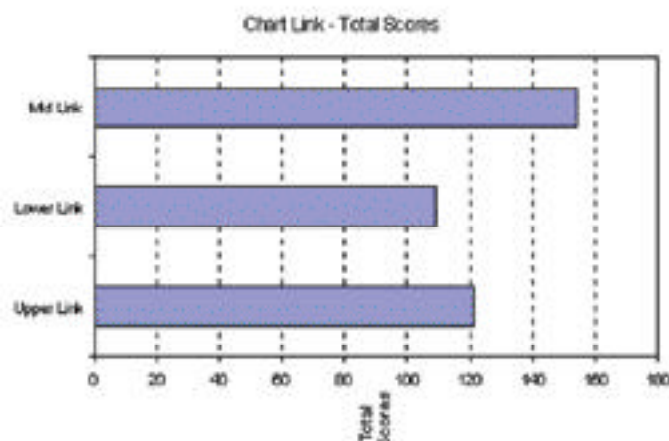


Figure 1 Test data showing the relative performance of three links

The software also bands performance scores into red, amber or green and this information can be exported into data tables for inclusion in GIS packages, allowing performance maps to be created for rapid analysis and easy comprehension by non-technical audiences. TRL has already sold some copies of the software and is receiving a high level of interest from local

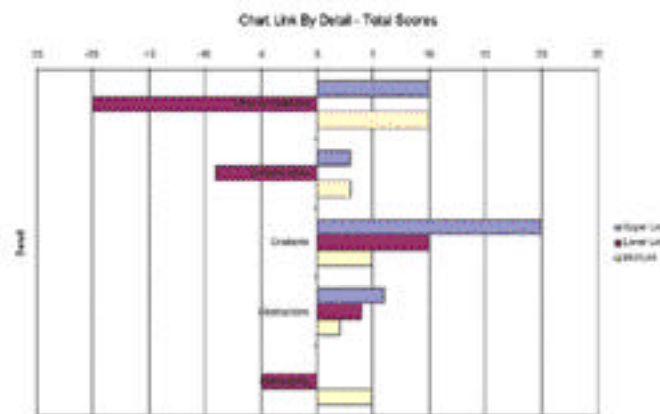


Figure 2 Test data showing detailed performance of some elements of the same three links

authorities and consultants. The system was originally developed by TRL in partnership with the London Borough of Bromley. Since then it has been applied in a number of studies that reflect a variety of pedestrian environments including town centres, suburban centres, residential areas and housing estates. Many of the clients for these studies have found the system to be a powerful and cost-effective tool for evaluating performance of pedestrian facilities, and effectively targeting strategies and resources to make improvements to networks. Use of the system also allows performance standards to be set and it can be employed to predict the likely effects on overall performance of proposed improvements.

PERS is fully PC compatible and available at a cost of £450 + VAT per single licence. For more details contact the software bureau.

Stuart Reid, Email: sreid@trl.co.uk

TRAFFEX 2003 - VIBRANT & BUSINESS LIKE!

TRL are now regular exhibitors at TRAFFEX, which we see as an important biennial "shop window" for TRL's products and services. TRL's stand is also on the "must see" list for most visitors, as the accompanying photo of David Jamieson, Parliamentary Under Secretary of State for Transport, shows. This year's show gave the impression of an industry on the move, and moving forward. There was real interest in the discussions with clients on the stand, rather than just pleasantly passing the time of day, which can happen when the business atmosphere is down. This year TRL were emphasising non-motorised road users, and car sharing systems for businesses.

PERS (Pedestrian Environment Review System, see above) allows local authorities to assess the standard of all their footways and prioritise work needed to bring them up to scratch. Discussions with local authority officers were exceptionally positive, as this is an area of growing concern where central government wishes to concentrate more resources. Another new product is CarShare OnLine, which is an internet based system for arranging car sharing between employees. The system is deliberately high on security, and can only be accessed from the business e-mail addresses of participating firms, and contacts can only be made to business e-mail addresses of participating employees. A number of major businesses have already invested in the system.



TRL's traditional traffic management and junction design capabilities were also in demand. Overseas visitors were particularly interested in this area, and in MAAP, TRL's accident data recording and analysis package. Overall TRAFFEX 2003 was a very lively exhibition with the traffic industry, both suppliers and users, in a very positive and dynamic mood.



John Peirce, Email: jpeirce@trl.co.uk

FAQ

Welcome back to FAQ. Here are some more short 'Frequently Asked Questions' which you may find useful. **NOTE: If you wish to discuss on-line any particular issues regarding our software products with other users and with ourselves at TRL we have a 'Forum' section set up within the members section of our TRL Software Web Site.**



Is it possible to download any of the TRL software user manuals online?

At the moment the manuals are not available for download.

N.B. Many of our software products are now supplied with a PDF version of the whole manual on the application CD, e.g. TRANSYT 11 has the user guide (AG35) on the CD. Spare HARD-copies are also available for purchase from the TRL Software Bureau.



In ARCADY, PICADY, etc should I be using the yellow line drawings in the data entry screens to work out how to measure the various geometric and accident data?

Absolutely not! The yellow lines shown on the junction schematic (to the right of the data entry fields) are only meant to be reminders of the data required. They are far too simplistic to be able to represent fully the correct way to measure a particular geometric feature, e.g. in ARCADY the method of calculating the "effective flare length" is straight forward but none-the-less requires a fairly complex drawing which can be easily accessed by pressing the <F1> key to bring up the main help file. From there, there is a link to take you to the Appendices where the full measurement details are given.



BUNDLE - Does BUNDLE 3 run on the Palm Zire PDA?

PROBABLY - BUNDLE requires the AppForge Booster installed on a Palm OS device before BUNDLE 3 is run. At the time of writing this, as AppForge has not completed testing on the Palm Zire, it is not listed as an officially supported device. However, AppForge do not anticipate any problems running on this device and other customers have reported that AppForge Booster and MobileVB applications can run on this device.

(Up-to-date information can be found at the AppForge website at www.appforge.com/devices/).



BUNDLE 3 - Does AppForge support Palm OS 5?

NO - The current version of AppForge Booster does not support Palm OS 5. If you attempt to use the Booster under Palm OS 5, you will receive an error message indicating that Booster is not properly licensed for Palm OS 5. (More details can be found at the AppForge website at www.appforge.com/devices/).



In TRANSYT, when calculating overall average delay per vehicle and comparing the results with another scenario, will the comparisons still be valid even if links are starved of flow because feeding links are oversaturated?

The answer is yes they can - vehicles on oversaturated links are delayed on those links so their delay is included in the model.



When attempting an analysis run of TRANSYT data the following error messages appear: "An unexpected error occurred: Path/File access error" or "Run-time error '75'. Path/File access error".

In the case of the first error your data file is probably set as a read-only file. This can often occur without your knowledge as files stored on a CD-ROM and then copied back onto a PC will automatically have this file attribute (property) set. The solution is to right-mouse click on the file and select 'properties'. De-select the Read-only attribute.

In the case of the second error, this can be caused by TRANSYT not being able to empty the temporary folder "T11temp". This folder is emptied after every run of TRANSYT. Read-only files in this folder or restricted read/write access to this folder will cause this to happen. The solution is to firstly delete any files remaining in the this folder - if this does not cure the problem check that you have read/write access to the folder.



I am trying to model a stopline in PICADY rather than a give-way. My first thought was that I could simulate this by setting visibility distances VI and Vr to zero. Is this a reasonable approach?

You probably can't use VI and Vr as described. A give-way and a stopline with zero visibility may indeed be similar in operation but of course what you want is a stopline presumably with a reasonable (certainly not zero) visibility. If the junction exists, site-specific adjustment is probably your best bet. If the junction with its new stopline, does not yet exist you cannot measure the required site-specific flow data and therefore you are looking at a guess. The effect, if applied widespread, may be minimal if drivers continue to regard the junctions as give-ways. Furthermore, it is likely that the effect on capacity due to the change to stoplines will be negligible in the very situations where it is necessary to assess capacity in the first place (when the RFC is high), as most of the traffic will be moving off from a queued position.

If I was forced to guess, I'd try a 5 percent reduction in capacity. Unfortunately site-specific correction cannot be applied in this way - it only reduces the capacity by a fixed amount irrespective of the capacity (for a given controlling flow). Therefore you need to use trial and error each time the controlling flows are changed to allow you to set the capacity to a value 5% less than it would be without any site-specific adjustment.

Jim Binning

Email: jbinning@trl.co.uk

REMINDER OSCADY 5

INTRODUCTORY OFFER CLOSING SOON!

All OSCADY 4 users with maintenance contracts should consider carefully updating to OSCADY 5 before the end of June. This applies especially to those who bought OSCADY 4 after 31st August 2002. Substantial discounts are available (see enclosed leaflet). A typical OSCADY 4 user with maintenance, who bought OSCADY 4 before 31st August 2002 is entitled to a discount of £310 for a single PC licence, rising to £610 for a 10PC licence.

As well as including more accident prediction (for urban T junctions), the main improvements are ones that customers have been demanding for years:

- The ability to specify many sets of demand flows within one data set, so that the user can quickly produce a junction analysis for a typical development situation, for example with standard flows, standard flows with growth, standard flows with growth and new development flows. It is possible to do this for morning and evening peaks. The advantage is that all the flow data is kept together within one data file, avoiding a proliferation of different data files.
- The ability to produce attractive coloured output to the user's own design, giving exactly the information he/she wants, which can be easily exported into report documents. Users can select from a wide range of different graphical and tabular information.

TRL to revise Roundabout Standard

TRL is undertaking a 3 year project for the Highways Agency to review and update the Roundabout Standard TD16/93 "Geometric Design of Roundabouts". We will be considering all aspects of roundabout and mini-roundabout design, including:

- the needs of non-motorised users
- powered two-wheelers
- the differences between urban and rural roundabouts
- continental design of roundabouts
- use of outward sloping crossfall on the circulatory carriageway
- treatment of mini-roundabouts

If you have any comments on the existing TD16/93, or on the items listed above, we should like to hear from you.

As part of this work, we will be undertaking an accident study. We would be very grateful if you could tell us about any roundabout or mini-roundabout with one or more of the following characteristics:

- an accident problem that might be due to poor design
- a problem with large vehicles overturning
- regularly used by horse riders
- high pedestrian or cyclist or powered two-wheeler flows
- pedestrian crossing within 50m installed in the last 5 years

We are also interested to know what software you use to design roundabouts and whether you use it to predict accident frequencies as well as capacity.



Please contact either Janet Kennedy on 01344 770953, email jkennedy@trl.co.uk, or John Peirce on 01344 770032, email jpeirce@trl.co.uk, or fill in the form enclosed.

Janet Kennedy
Email: jkennedy@trl.co.uk

New Head of Software Development

Glyn Rhys-Tyler has been appointed Head of Software Development at TRL. Glyn has been at TRL since 1998, during which time his primary responsibility has been to develop and apply TRL's Strategic Transport Model (STM) software. He has delivered modelling projects for a wide range of UK clients in recent years including Cheshire County Council, Strathclyde Passenger Transport, Gloucestershire County Council, the South East England Regional Assembly, and the Department for Transport. He has managed a number of transportation projects for the European Commission, and has been involved in research for the UK Highways Agency. Prior to joining TRL, Glyn spent eight years with a major UK transportation planning consultancy, gaining extensive experience both in the UK and overseas.

Glyn stated that "The development of innovative and relevant software solutions is a key element of TRL's business plan, and so I am delighted to accept this challenging and exciting role. In addition to continuing the development of our existing and very successful TRL software products, there are significant innovations and new products in the development pipeline that will come to fruition in the near future. In particular, I will be encouraging feedback from existing and potential customers to inform the product development process, whilst at the same time making maximum use of TRL's unrivalled scientific and research resources to maximise value for our customers."

As a result of this restructuring, the TRL Software Development Group has been strengthened and augmented by the addition of researchers from the Strategic Modelling Team, including Dr Andrew Ash, Dr Xiaoyan Zhang, Dr Mark Hudson, Mr Ruijin Ye, and Mr Chris Edge. Profiles of these new team members will appear in future editions of Traffic Software News.

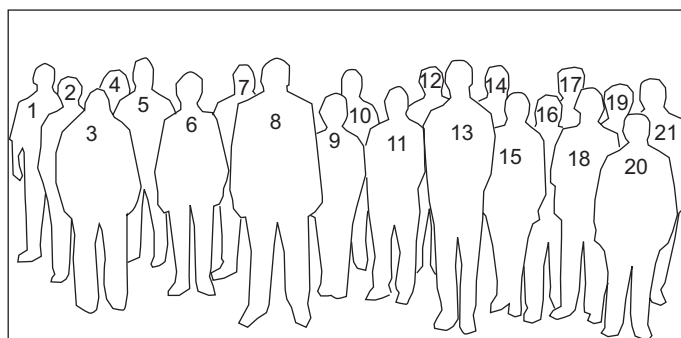
Glyn Rhys-Tyler
Email: grhys-tyler@trl.co.uk

KEY:

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|----------------------|---------------------|
| 1. Graham Burtenshaw | 12. Andrew Ash |
| 2. Laura Meikle | 13. Mark Hudson |
| 3. Kathryn Smith | 14. Ian Henderson |
| 4. Janette Potter | 15. Xiaoyan Zhang |
| 5. Jim Binning | 16. David Savage |
| 6. Mark Crabtree | 17. Richard Howells |
| 7. Chris Edge | 18. Julie Flack |
| 8. Glyn Rhys-Tyler | 19. John Peirce |
| 9. Pat Saunders | 20. Sanjay Vadgama |
| 10. David Mustard | 21. Mike Underwood |
| 11. Ruijin Ye | |



Glyn with his Software Team



COURSES, SEMINARS & WORKSHOPS 2003

TRANSYT 11

2 DAY WORKSHOP

23rd-24th September 03

Course Fee £500

(£450 Maintenance Holders)

if first fully booked, a 2nd
course will be held on

25th - 26th September 2003

ARCADY 5 & PICADY 4

A 2 DAY WORKSHOP

7th-8th October 03

Course Fee £500

if first fully booked, a 2nd
course will be held on

9th - 10th October 2003

All prices exclude VAT

Places are limited

(9 delegates for

each course) so

if you are

interested please

register

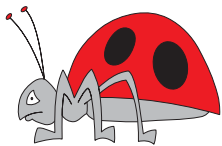
now to avoid

disappointment

Contact

the Software Bureau

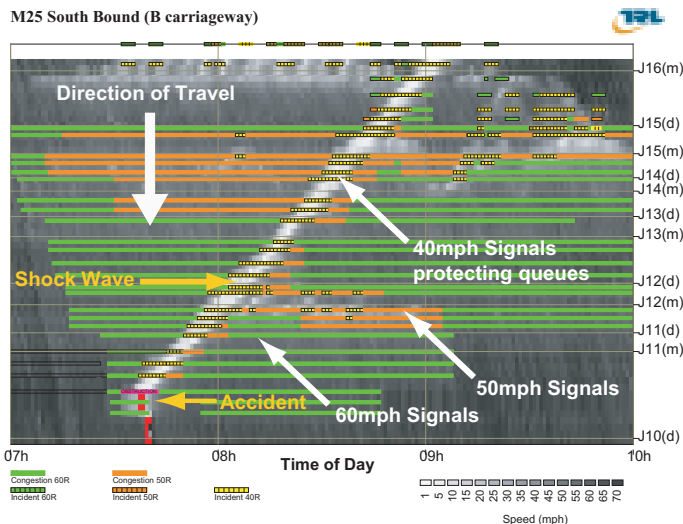
BUG BOX



TRANSYT 11 Release AI/1.6

See Back Page
for details

MTV - moving forward



Motorway Traffic Viewer (MTV) has been used for monitoring motorway traffic systems and traffic behaviour for some seven years now. Firstly an Access application, used for monitoring the M25 Controlled Motorway Section, it has been developed to a standalone Visual Basic application. Plans are now underway to produce an even better version with more functionality and report options in Version 2 of the software.

MTV brings together the information from MIDAS loopsites in the TCD (Traffic Count Data) format used by the Highways Agency. MTV simultaneously portrays the information from the signal gantries (variable speed limit settings) and EMS (Enhanced Message Signs) data on the same plot.

Originally MTV was written and created by TRL. The Highways Agency showed great interest from the start in this powerful visualisation tool. Traffic Engineers can measure the data availability and data quality from MIDAS loopsites, and also measure performance of systems and hardware alike against the prevailing traffic conditions over a 'user controlled' time period.

The Highways Agency were the first to purchase MTV licences, but more recently developmental licences have been sold to independent consultants within the UK. Three training courses have been successfully held to date.

For further information on details of licensing and pricing of MTV, please contact Carole Dixon +44 (0)1344 770144 who will be happy to deal with your enquiry.

Carole Dixon

Email: cdixon@trl.co.uk

BUG BOX - TRANSYT 11 Release AI/1.6

The program fails to record the changes made to 'grouped' nodes. The next re-release will resolve this problem. In the meantime nodes may be grouped by editing the data file directly and following the format rules for grouped nodes in the Application Guide (i.e. negative node numbers on the optimisation list are grouped with the next non-negative node). Note: this fault does not affect data files grouped with previous releases of TRANSYT.

CURRENT PROGRAM VERSIONS

ARCADY 5	V5.0 AD/1.1
PICADY 4	V4.1 AM/3.0
OSCADY 5	V5.0 AA/1
TRANSYT 11	V11.1 AI/1.6

(All above have Right/Left capability)

TPM	V2.0
STM	V2.2b
BUNDLE 3	V3.0 Issue 2
MOVASETUP	V 4.0c
CONTRAM 8	V 8.1f
MAAP for Windows	4.20
SafeNET	1.02
MTV	V1.2.8

Who's Who in Traffic Software



Stuart Reid

Stuart Reid joined TRL in 2001. He leads the Cycling and Walking team within TRL's Transport Operations Unit.

His role focuses on research and consultancy directed at assessing and improving the environment for pedestrians and cyclists as transport users and within the public realm. Stuart has led the development of the PERS software and has piloted it in a range of pedestrian accessibility studies.



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