SIEMENS TRAFFIC CONTROLS
Sopers Lane
POOLE
Dorset
BH17 7ER

SYSTEM/PROJECT/PRODUCT: STC UTC SYSTEM

DATA PREPARATION GUIDE

for an

STC UTC SYSTEM

ISSUE STATE

Note: Source of documents is shown under Type as below.
1=Paper, 2=VAX, 3=Microfilm, 4=CALTEXT Disc, 5=DECmate Disc,
6=Paper Insert, 7=MAC Disc, 8=LIFESPAN, 9=SUN, 10=AMW

The document comprises the following components:

Pages	Current Issue	Type	Part ID	File ID
All	23	10	666HH16940000	hh16940.doc

CONTENTS

1. INTRODUCTION

1.1 Purpose

The aim of this document is to provide sufficient information, with the aid of worked examples, to show how the essential features of a road system can be collected for input into an STC UTC System.
A computer based Urban Traffic Control System that can adapt itself to the various traffic patterns and flows within a town or city does so by modelling the road network. If this model and hence the control of traffic is to be successful the computer must first be given accurate details of the layout and features of the road network.

1.2 Scope

The features that are described in this document relate to an STC Urban Traffic Control System. It is assumed that the reader is an experienced traffic engineer familiar with traffic control and has available the System Handbook for an STC UTC System, reference 1.3.2(c).

1.3 Related documents

1.3.1 Parent Documents

1.3.1(a)	666/UH/16940/000	System Requirement Specification for an STC UTC System

1.3.2 Reference Documents

1.3.2(a)	666/KE/16066/000	UTC Glossary of terms
1.3.2(b)	666/HD/16940/000	Data Preparation Handbook for an STC UTC System
1.3.2(c)	666/HE/16940/000	System Handbook for an STC UTC System
1.3.2(d)	666/HF/16940/000	SCOOT User Guide
1.3.2(e)	666/HE/43100/000	TC12 Installation, Commissioning and Maintenance Handbook
1.3.2(f)	666/HI/16940/000	Data File Format Guide for an STC UTC System
1.3.2(g)	666/UH/16940/xxx	Customer Requirement Specification (replace xxx with unique customer reference)

1.4 Definitions

See UTC Glossary of terms, reference 1.3.2(a).

1.5 Issue state and amendment

Issue 01.00D	For review
Issue 01.00	First issue change ref. DC 7238/7239
Issues 02.00 to 07.00	Not created
Issue 08.00	Issue for UTC S/W release 8.0

Issues 09.00 to 14.00	Not issued
Issue 15.00	Updated to Word and to reflect version 15 UTC software
Issue 16.00	Updated to correct missing forms and to align with version 16 of the UTC software
Issue 17	Updated for UTC software release 17
Issues 18 to 20	Not issued
Issue 21	Updated for UTC software release 21
Issue 22	Not issued
Issue 23	Updated for UTC software release 23

2. OVERVIEW

2.1 Purpose

This section describes a road network for an imaginary town and the facilities and equipments that make up a UTC network. In real life it is unlikely that everything described here would appear within one town or city. Subsequent sections discuss each of these facilities and equipments and show how the data is derived for the data entry forms.
It is strongly recommended that the engineer use this guide initially to work out his equipment requirements. Subsequently, prior to factory testing it is usually necessary to complete the data forms in full, either for the engineer's or STC's input.

2.2 Scenario

2.2.1 Beresford St Marcus is an old town with narrow winding streets. The Cummings canal runs through the East side of the town over which the only crossings are Bodger Bridge and Carter Crossing. Bodger Bridge operates a tidal flow system for the morning and evening peaks. Carter Crossing is a lifting bridge that might be raised two or three times a day. Extensive variable message signs are to be used in the streets around these bridges to inform motorists when the tidal flow system is operating and also to pass information if the Carter Crossing is raised.

2.2.2 The Maynard Shopping Centre is pedestrianised and there are three car parks in close proximity to this centre. Signs are to be used on the outskirts of the town to inform the motorists which car parks have spaces and which way to travel to them. There are also signs close to each car park showing its status (FULL, ALMOST FULL, SPACES, etc).

2.2.3 The network consists of six junction controllers and three pelican controllers. All of these are to be operated under SCOOT control. The location of all the SCOOT detectors has to be identified well in advance to enable the data transmission requirements to be established. The junctions have a variety of different methods of control such as demand dependent stages, removable stages by time of day, parallel stage streams, secret no right turn signs etc.

2.2.4 On the main through street, Dickinson Drive, there is a fire station. They require facilities to call Green Wave routes in 4 different directions for emergency vehicles leaving the station.

2.2.5 Around the city there are to be some strategically placed counting and occupancy detectors. With SCOOT this would not normally be necessary but the County Engineer is doubtful that SCOOT works and wants to have the facilities for Automatic Plan selection as well!

2.2.6 A wall map is required that shows the status of each junction and pelican using coloured LEDs. Other equipments such as the lifting bridge and occupancy detectors also have indicators on the map.

2.2.7 All equipments in the system have to be identified by System Code Numbers (SCNs). Bearing in mind all the facilities mentioned above, the engineer should list all the items and work out how many control and reply bits of information are required for each one. He should then be in a position to identify the number of OTUs and hence the number of telephone lines that are required.

2.2.8 Figure 1 in Appendix A shows a map of the town.

2.3 SCNs

The reader is recommended to read the System Handbook, reference 1.3.2(c), in order to gain an understanding of the SCN identification before reading any further.

3. COMPUTERS

3.1 Description

The majority of UTC Systems use one computer. Only where the number of signals is high or the customer has special requirements is there a need for more than one computer.

3.2 Identifier

The computer SCN is addressed in the system by the letter "H". As Beresford St Marcus is a small town there is only one computer that is given the SCN H01000. SCNs are always five digits long and 15 characters are allowed for the description. If a second computer had been required this would have the SCN number H02000.

4. TC 12 PC

4.1 Introduction

In systems with TC12 a PC handles the interface between the computer and the instation modems. The PC has a number of intelligent modem driver boards, each of which could in theory drive 96 OTUs with two control and six reply bytes. The exact capacity of each board depends on the speed, telephone line configuration and number of control and reply bytes at each site. The user should read the TC12 Installation, Commissioning and Maintenance Handbook, reference 1.3.2(e), to get a better understanding of the setup of an OTU.

4.2 Identifier

Each TC12 PC is identified by the letter "E" followed by a five digit number. The first two digits must be the same as the computer number.

4.3 Description

Within the PC there are intelligent modem driver boards each with 16 ports. Each of these ports is configured from the TC12 data entry screen. The data entry is "intelligent" in as much as when each OTU is added with the number of control and reply bytes, the remaining capacity of that port is calculated and displayed.

5. SUB - AREAS

5.1 Introduction

A Sub-Area is a network of junctions, pelicans or equipments that normally form a traffic entity. Everything in a Sub-Area usually changes plans at the same time, although this is not a rule.

5.2 Identifier

Sub-Areas are identified by the letter "A" followed by a five digit SCN. The first two numbers of this SCN define the Sub-Area. In Beresford St. Marcus, A11000 defines Sub-Area 11, the Ansell Avenue area. E.g. J11111 is a junction within Sub-Area 11.

6. OUTSTATION TRANSMISSION UNITS

6.1 Introduction

An outstation transmission unit (OTU) on site interfaces between the equipment and the telephone line back to the computer. Normally every controller has one OTU. In some cases two controllers close together may share an OTU, particularly if one is a junction and the other a pelican. As well as junction data the OTU may also have inputs connected to it from any other piece of equipment capable of being controlled or monitored by the System, such as car park status or diversion sign control. If these other equipments are a long way from a junction controller, say greater than 200 metres, they may have their own dedicated OTU.

6.2 Identifier

An OTU is addressed in the system by the letter "X". As with every other piece of equipment an OTU SCN has five digits, the only difference being that it must end in "0". If the junction had been designated J01121 then the OTU would be designated X01120. J01122 would be a second junction on the same OTU. If there was a pelican on the same OTU it could be designated P01121, although to avoid duplication of numbers it may be better to give it the number P01123. Note the system uniquely identifies them because one has a P prefix the other a J prefix. Similarly if there was a counting detector this could be allocated D01127. By using this type of numbering it is easy to see to which OTU any piece of equipment is connected.

6.3 Telecommand 8 Transmission System

With the STC Telecommand 8 data transmission system, a modem can carry up to four 16-bit addresses. This could be used so that one OTU uses all four addresses or the addresses are shared between up to four OTUs. In this case each OTU would have only one address. The junction and pelican data at an OTU site must be returned in the first 16-bit address on an OTU. Other addresses are then used to return SCOOT detector or other reply information.
A SCOOT detector uses 4 bits on an address, thus four SCOOT detectors can be returned in one 16-bit address. If the junction data is using all of the first 16-bit address then the maximum number of SCOOT detectors that can be handled on one OTU is eight. This is because the total number of wiring inputs into the OTU is restricted to 24, each return bit from the controller or controllers being one input.
Most SCOOT junctions use at least two addresses and frequently three or four. To optimise the use of the instation data transmission equipment it is important to calculate the number of addresses at each site and then allocate the internal addresses accordingly. e.g. two 2-address OTUs can be placed on one modem or perhaps one 3-address OTU and one single address OTU. An example of a single address OTU may be a pelican with its own OTU and perhaps two SCOOT detectors. All this information can be returned within one 16-bit address, with bit numbers ranging from 0 to 15.
The individual configuration of each OTU is shown with the information for the main equipment attached to the OTU. The IRN number is the internal computer address and can be in the range 1 to 512.
With a Telecommand 8 system an OTU cannot be allocated over a 4-address boundary. Thus a 2-address OTU cannot be allocated internal addresses 4 and 5 for example. The primary address is the starting address for that OTU on a modem. Each OTU is wired individually to determine the address. This number is one of 1, 4, 7 or 13. If there were two 2-address OTUs on a modem, the first would start at primary address 1 and the other at 7.
The address number determines how many addresses are used on the OTU. A sampled input pointer determines at what point in the addresses the SCOOT detector data is returned. A

value of 16 would indicate that they are starting on the second address. Note also that SCOOT detectors must be the last equipments on an OTU.
NOTE: The internal numbering of each bit within an address goes from 0 to 15.

6.4 TC 12 Data Transmission System

TC12 is a more modern data transmission system that can run at 600/1200 baud. The fundamental difference between Telecommand 8 and TC12 is that each OTU operates in 8-bit control and reply bytes as opposed to the Telecommand 8 system of 16-bit addresses. An OTU can be configured for up to three control bytes (24 bits) and up to 14 reply bytes (112 bits).
The freestanding OTU has 16 outputs and 32 inputs. An input can be defined as a reply bit from a controller or piece of equipment, or a single SCOOT detector. The OTU can be configured for up to six count, queue or occupancy detectors. Note that a U/D SCOOT detector occupies two inputs.
There is a maximum OTU capacity for each TC12 modem. OTUs may be configured on the same modem until this capacity is reached and this is determined by summing the number of control and reply bytes configured together with the total number of OTUs added. The data entry software advises the user of the spare capacity available on each modem.

7. OUTSTATION MONITORING UNITS

7.1 Introduction

A link can be made between a Remote Monitoring System and STC UTC systems. This enables RMS faults to be recorded into the UTC log and also the archiving of count detector data from remote sites.

7.2 Identifier

An OMU site is identified by the letter "Y" followed by a five digit number following the standard UTC convention.

8. JUNCTIONS

8.1 Introduction

This section describes each of the five junctions in the town and how the data is interpreted. All junctions have had the PROMs configured for real-time clock synchronisation, remote reconnect, lamp failure and manual control.
The stage diagrams and intergreen tables are contained in Appendix B .

8.2 Identifier

A junction controller is addressed in the system by the letter "J" and the normal five digits. The first junction on an OTU would normally have the last digit as "1" and the second the last digit as "2".

8.3 Data format types

The control and reply data bits for junctions are defined within format types. These format types define the data bit position of items such as real time synchronisation, stage demand bits, remote reconnect reply etc. The data bits start after the stage force bits.

8.4 Junction J11111

This is a straightforward 2-stage controller with both stages forced, i.e. there are no demand dependent stages here.
This OTU is also controlling a pelican P11113, which is 150 metres away, by a linking cable. This same cable is also driving a car park information sign at the pelican site.

NOTE: There is some disparity between the notation for 141 controller bits and those used by STC. It is expected that this disparity will soon disappear. However, it should be remembered that any new feature that appears within a 141 controller will not automatically appear on STC systems, although in the course of time they may well do so.

8.5 Junction J11121 and J11122

The controller at this site is controlling two junctions, J11121 as stream 1 and J11122 as stream 2. Both have a demand dependent stage. F1-F3 control J11121 and F4-F6 control J11122. As far as the computer is concerned J11122 is a separate junction and therefore F4-F6 translates directly into F1-F3. Certain bits are common to both junctions such as CS, MC, RR, DF, LF1 and LF2. These bits are returned in the format type for the first junction J11121.
It is recommended that streams on the same controller are always allocated to the same link list. Then if any fault occurs both streams are dropped from computer control.
For junction J11121 a push button pedestrian demand increases the minimum stage length of stage 2 and the intergreen from stage 2 to stage 3.

8.6 Junction J11141

This is a 4-stage junction. Stages 2 and 4 are demand dependent, with stage 4 being an all round pedestrian stage with no traffic movements. The OTU here also returns information on city car park signs and from a counting detector, which is used for automatic plan selection.

8.7 Junction J21111

This is a 3-stage junction with no demand dependent stages. The bridge into the town, downstream from this junction, operates a tidal flow system in the morning and evening peaks. There is a sign on the southbound approach to J21111 that tells drivers to turn left only

during the evening peak here. The OTU here controls this sign. This is driven as a special facility within the UTC system. There are also two counting detectors sited near this junction that are used for APS.
Stage 3 is used as a clearance stage for use in the evening peak and is omitted during the rest of the day. Under SCOOT control this is called for a fixed period of 15 seconds and is designated a removable stage.

8.8 Junction Plans

8.8.1 Every junction and pelican in the system can be allocated 40 fixed time plans, 6 SCOOT translation plans and 100 green wave plans. Individual configurations may vary according to particular customer requirements; see 1.3.2(c).

The fixed time plans are allocated numbers 1 through 40, the SCOOT plans 41 through 46 and the green wave plans 48 through 147. **Note:** Plan 47 is known as the Test Plan and is used for temporary changes to plan timings. It is invoked by use of the OFST command. The construction of SCOOT plans is covered in the section on SCOOT.
Detailed checks are carried out during plan preparation to ensure that the structure of the plan is correct. If for example, the junction has three stages and B is omitted then the controller must have an intergreen defined for the change from A to C. If a stage is demand dependent then it must have the correct demand bit associated with it if it is to be forced.
The times allocated to each stage are event times within the plan cycle time and are not stage duration times.

J11111

A typical plan for J11111 might look like:

J11111 CY60, A 01, B 34

This shows that the junction has a 60 second cycle with A forced at the first second in the cycle and B forced 33 seconds later at second 34 in the cycle. Remember this junction has no demand dependent stages. The green time for stage A would be 33 seconds less the B to A intergreen of 9 seconds. The green time for stage B would be 27 seconds less the A to B intergreen of 7 seconds. The position of the event times are important as they determine the offset to adjacent junctions for linking. This junction is forcing stage A 10 seconds before stage A at J11121. The measured offset on the street would be slightly different as the preceding intergreens are different.

J11121

This junction has stage B demand dependent. If this stage is to be enabled the plan might look like:

J11121 CY 70 A 11, B 33, AB 35, C 53

This plan holds the controller on stage A if there is no local demand present for stage B. Stage B is given a two second window that allows the controller to start a change from stage A to stage B. The window is closed at time 35 but the controller continues its move into stage B and stays there until time 53 when stage C is forced. With modern microprocessor controllers the window could be shortened to one second.

J11121 CY 70, A 11, B 33, C 53

This plan forces a demand for stage B from the computer, so that stage B appears every cycle.

J11122

This junction has three stages all forced. The plan may look like:

J11122 CY 70, A 11, B 30, C 55

J11141

This junction has two demand dependent stages B and D. A typical plan enabling both of these stages may look like this:

J11141 CY 95, A 01, B 22, AB 24, C 31, D 79, AD 81
In this plan if there is no demand for stage B then the running time is given to stage A, which also picks up the time if there is no demand for stage D.

J21111

This junction only uses stage 3 as a clearance stage during the evening peak.
The evening peak plan may look like:
J21111 CY 120, A 01, B 65, C 97
For the rest of the day the plan may look like:
J21111 CY 70, A 22, B 59

8.9 Controller checks

Controller checks is a program, usually run during the night, which carries out checks on the controller timings such as intergreens, minimum greens etc. This program is really a left-over from the days when controllers were much less reliable and their timings were likely to drift. With modern microprocessor controllers it is debatable whether this needs to be run. The normal computer operation carries out checks for intergreens and minimum violations all the time.

9. PELICANS

9.1 Introduction

This section describes each of the three pelicans in the system and how the data is interpreted. All pelicans have lamp failure monitoring, most also have the remote reconnect facility.

9.2 Identifier

A pedestrian controller is addressed in the system by the letter "P" followed by a five digit number.

9.3 Pelican P11113

This is controlled from the same OTU as J11111 and allows pedestrian access from the park area to the paths and facilities of the canal. The local configuration is:

Not GX time	21
GX time	7

9.4 Pelican P31111

This allows pedestrians access to the Castle from the shopping Centre and associated car parks. It is on an OTU that replies the occupancy of the car park and consequently has a reduced number of reply bits. The local configuration is:

Not GX time	19
GX time	7

9.5 Pelican P31131

This allows pedestrians access to the Shopping Centre from the car park C31131. It is controlled from the same OTU as the Fire station and car park status bits. The local configuration is:

Not GX time	17
GX time	7

9.6 Pelican Plans

Pelican plans use the same numbers as those for junction plans.

P11131 CY 60, P 33, V 35

In this plan the pelican is allowed to change to pedestrians at time 33 seconds in the cycle.
The window automatically closes after two seconds at time 35 seconds.
If it is required to force the pedestrian stage the "PX" bit is sent, e.g.

P11131 CY 60, <u>P 33</u>, V 35

A pelican may be double cycled by repeating the event times twice e.g.

P11131 CY 70, P 1, V 3, P 36, V 38

10. COUNT DETECTORS

10.1 Introduction

The City uses count sites for three main purposes, calculating car park occupancy, providing count information and for triggering APS.

NOTE: Count detector information can be returned after bit 15 (as well as before) on the OTU but must be before the SCOOT detectors.

10.2 Identifier

Count detectors are addressed in the system by "D" followed by a five digit number.
There are six counting detectors in the system, D21111, D21112 and D11141 are used in association with automatic plan selection. D31121, D31122 and D31123 are associated with entries and exit for car park C31121.
If it is decided to use some of the SCOOT detectors as counting detectors then extra "D" numbers can be allocated to the system. These are effectively dummy numbers and SCOOT links can be added or removed from them. Within data entry they are allocated type 0.

10.3 D21111

Detector D21111 returns occupancy data as well as counting data. The same "D" number is used for both.

11. QUEUE DETECTORS

11.1 Introduction

It is important not to confuse queue detectors with occupancy detectors. A queue detector is triggered when a vehicle is stationary on the detector for a predetermined length of time. An occupancy detector measures the amount of time a detector is occupied.
There is one queue detector in the system located just to the West of junction J11121. It is intended that this detector be used along with the counting detectors D21111 and D21112 in the decision making process for the automatic plan selection.

11.2 Identifier

A queue detector is addressed in the system by a letter "Q" followed by a five digit number.

12. SPECIAL FACILITIES

12.1 Introduction

Special facilities are used to control equipments with two states. The equipment is turned "on" when the single control bit is sent out. Examples of this would be secret signs, where a reply confirmation can be configured and the confirmation of a green wave, where no reply is needed.

12.2 Identifier

A special facility is addressed in the system by the letter "F" followed by a five digit number.

12.3 F31111, F31112, F31113

In Beresford St. Marcus, three special facilities are used to indicate to the users in the Fire Station that the selected Green Wave is active. They see this as a light, typically green, on the selection panel.

13. GREEN WAVES

13.1 Introduction

The Green Waves are designed to allow fire engines to leave the town through either Carter Crossing or Bodger Bridge, or to access the airport. They are called using a Green Wave Route Selection Box located at the fire station. Once the route is active a lamp lights on the box indicating the active route. Additional emergency vehicles may pass down the route in successive waves.

13.2 Identifier

A Green Wave is addressed in the system by the letter "G" followed by a five digit number.

13.3 Remote Requests

Each button on the Selection Box is seen by the System as a Remote Request. This is associated with a green wave plan that starts when the button is first pressed. Each remote request is allocated a "Z" number followed by a five digit number; the green wave is then allocated to that remote request number.

13.4 Special Facilities

In addition to a button for each route the box has a lamp for each route. This is seen by the System as a Special Facility. When the route is active the Special Facility is asserted and the lamp lights. Each special facility is allocated an "F" number followed by a five digit number. This is then linked with the associated remote request on the remote request data entry screen. The convention is for the Special Facility and Remote Request SCNs to match, e.g. F31111 and Z31111.

13.5 Green Wave (triggered by vehicle detector)

In Beresford St Marcus the Fire station is sufficiently close to the first junction that the timing for the Green Wave is predictable. If the junction was a long way away, or progression was unpredictable the Green Wave could be started by using a special vehicle detection system. Then, as the firemen left the station, they would pre-select the route and when the vehicle subsequently activated the detector it would start the Green Wave route. The single bit that is returned by the detector is known as the EV bit.

13.6 Green Wave Plans

Each green wave plan contains the timings for one route only and may consist of up to 16 intersections and/or pelicans. Green Wave route 1 G11111 uses plan 50 and progresses the emergency vehicle through J11141, P11113 and J11111.
The junction plan may look like:
J11141 OFFSET 10 C 30
J11111 OFFSET 34 B 60
The pelican plan may look like:
P11113 OFFSET 20, V 45
At the first junction J11141 stage C is called 10 seconds after the remote request for the green wave is started and is held for 30 seconds duration. The pelican P11113 is then inhibited from changing for 45 seconds, 20 seconds after the remote request was called. Finally J11111 stage B is called 34 seconds after the start of the green wave for a duration of 60 seconds. It is common practice for the durations to be increased the further from the starting point the vehicle travels to compensate for unexpected hold ups.

After each pelican or junction completes the Green Wave, it is "crash" changed onto the previous running plan to resume correct operation as quickly as possible. If this is thought to be unsatisfactory, then the plan can contain an optional clearance stage that is run as the green wave terminates, e.g.

J11141 = DUR 20, C 10, A 20

14. TIDAL FLOW

14.1 Introduction

The Tidal Flow Scheme (TFS) controls the centre lane of Bodger Bridge, a three lane road, by means of overhead signs. The signs face in both directions and show one of the following aspects:

Straight Ahead Arrow
Move Over Arrow
Red Cross

The TFS has a number of signs that are all controlled by one local, programmable, controller. To change from, say, centre lane inbound to centre lane outbound the sequence of sign aspects shown below would be used:

Inbound Sign	Outbound Sign
Straight Ahead	Red Cross
Move Over	Red Cross
Red Cross	Red Cross
Red Cross	Straight Ahead

The duration of the Move Over aspect is one minute and that of the double Red Cross is three minutes. After changeover the Straight Ahead arrow runs for a minimum of four minutes. These times are programmed into the TFS local controller and may be changed from time-to-time by re-programming the controller.

14.2 Identifier

The tidal flow scheme is identified by the letter "L" followed by a five digit number.

15. CAR PARKS

15.1 Introduction

As the development of the Maynard Centre was piecemeal the car parks around the centre use a number of different ways of reporting their status to the UTC System.

15.2 Identifier

A Car Park is addressed in the System by the letter "C" followed by a five digit number.

15.3 Car Park C31131

This car park has some intelligence of its own and indicates its state directly using three bits. Two of the bits (CA and CF) are calculated from the occupancy data returned to the unit from local count detectors, the third bit (CC) indicates whether or not the car park has been closed by the car park's own operator. Because this bit is present the UTC System operator is unable to close the car park. Omitting the CC bit means that only the UTC System operator can close the car park.
The reply data co-exists with the fire station control panel and pelican P31131 on the OTU 31130.

15.4 Car Park C31121

This car park has no on-site intelligence and the System uses count detectors located at the entrance and exits to determine the car park state.
Standard count detectors are located on all approaches to and exits from the car park. This car park has two exits and one entrance requiring three detectors altogether, D31121, D31122 and D31123 respectively. Each detector has been set up to change state when two vehicles have passed over the loop so that an accurate occupancy can be calculated.
The car park capacity is 650 cars, which is large by local standards. Because of its proximity to the Maynard Centre it is also the most popular car park in the System. Most cars arriving at the car park come from Dickinson Drive and Maile Mews and roughly 20 cars arrive at the park after the car park sign S31121 has changed to the full state. Consequently the full increasing threshold has been set to 620 (allowing for some errors) and the almost full increasing threshold to 580. In order to stop the signs changing state frequently and to provide good information to new arrivals at the town, the two decreasing thresholds have been set to 600 and 550 respectively.
The car park equipment that controls the barrier is connected to the system. When the system believes that the car park is full the barrier is not raised.

15.5 Car Park C31111

The on-site intelligence at this car park derives its own occupancy from internal count detectors and controls the barriers itself.
The data is returned on OTU X31110 as a 13 bit Binary Coded Decimal value. Although the system allows up to 1999 cars in a car park this car park only has capacity for 300.
Because of its location on the west of town it is not very popular, except for visitors to Barnard Castle. For this reason the increasing thresholds have been set to 290 and 280, whilst the decreasing thresholds have been set to 260 and 250.

15.6 Car Park C31211

The airport parking facilities use a Pay and Display system where ticket machines are connected to a central PC system. This in turn is to be connected to the UTC system that can then receive a regular update of ticket sales. By choosing a suitable conversion factor the UTC system can then maintain an approximate occupancy record for this parking facility.

16. CAR PARK SIGNS

16.1 Introduction

There are currently five car park signs on the System. The Council acknowledges that this is insufficient but current finances do not permit more to be installed. Priority has been given to the route over the Carter Crossing that is the common tourist approach to the City. Most people who cross the Bodger Bridge are commuting to and from work.

16.2 Identifier

Car park signs are addressed by the System using the letter "S" followed by five digits. There are three types of car park sign:

16.2.1 Entrance

This sign is for a single car park and is located at the entrance to its car park. The legend would normally say "SPACES" or "FULL".

16.2.2 Named

This type of sign directs motorists to a specific car park; the legend may display "SPACES", ALMOST FULL", "FULL" or "CLOSED".

16.2.3 City

This type of sign directs motorists to an area of the city, giving information on the state of a number of car parks.

16.3 Car Park Sign S11111

This sign is intended to direct traffic to either C31121 or C31111 depending upon their state. Because of the large size of C31121 it is preferred to fill this rather than C31111 and so a City sign is used. C31121 being used as Group 1 and C31111 as Group 2. In this way people are directed first to C31121 and when it becomes full to C31111.

16.4 Car Park Sign S31121

This sign directs people to one of the three car parks using a city sign, firstly C31121, then C31131 and lastly C31111.

16.5 Car Park Sign S31122

This sign is at the entrance to C31121 and controls the barrier stopping access to the park. If the car park's entrance state is SPACES then the barrier is allowed to rise, if its full then it remains down.

16.6 Car Park Sign S31123

This is a named sign on the approach to the car park indicating whether or not there are spaces.

16.7 Car Park Sign S11142

This city sign indicates whether or not there are spaces in the city centre car parks; the three car parks are considered as a group to determine the sign state.

17. DIVERSIONS

17.1 Introduction

Beresford St Marcus has three diversions:

a) The first is associated with the Carter Crossing lifting bridge. When the bridge is raised the signs V11111 and V11112 are changed to indicate to motorists that the bridge is closed and that they should divert in the direction indicated. This diversion has been allocated the number U11111.
b) A single sign version of U11111 for when Nash Terrace is closed is termed U11112.
c) The second diversion is associated with the closure of Nash Terrace for the annual beer festival. This diversion has been allocated the number U11121 and uses the diversion signs V11121 and V11122. It is introduced by an entry in the date of year timetable or by operator command.

17.2 Identifier

A diversion in the system is addressed as a "U" followed by a five digit number.

17.3 Remote Request

The lifting bridge across the canal was not designed with traffic control in mind. Everyone considers it possible and indeed beneficial to automatically start the diversion when the bridge lifts, but the canal and traffic authorities cannot agree on who should pay for the necessary adaptation. Until this is resolved a latching push button has been installed in the control panel for the bridge. This is seen by the UTC System as the remote request, Z11111, moving from 0 to 1 and consequently the diversion is called. When the button is released, a call is sent to cancel the diversion.

17.4 Diversion Sign List

This is used to nominate those signs that are set by the System when the associated diversion is active.

17.5 Diversion Implementation Delay

The System provides a facility to delay the introduction of a diversion by up to 15 minutes. For Beresford St Marcus there is no reason to use this facility.

17.6 Diversion Sign Implementation Delay

Traffic builds up on the approach to the bridge because locals know what is happening and choose to queue rather than drive around. It is therefore necessary to continue to divert traffic away from the bridge for a minute after it has come down. In order to achieve this the delay value is set to 0.5 minutes and the diversion sign group for all affected signs is set to 1.

17.7 Dependent Diversion

When Nash Terrace is closed and the lifting bridge is raised this has a dramatic effect on the network. It is accepted under these conditions that vehicles will queue regardless of what is done and a single sign diversion U11112 is actioned.
In order to decide what diversion is to be actioned it is first necessary to decide what is supposed to happen when more than one diversion is requested at any instant in time. In the case of Beresford St Marcus there are two diversions, U11111 and U11121, which occur if no

other diversions are active. If both are requested then U11112 is started and the others cancelled.
In order to use this facility it is necessary to set up a diversion group and diversion ***types***. The group chosen is number 1 and the diversion ***types***, U11111 is 1, U11112 is 2 and U11121 is 3.

17.7.1 Dependent Diversion Rule Tables

This table is used to determine which ***state*** the diversions and plan on a sub-area should be in operation after a new diversion request. The table is indexed using the current ***state*** of the diversions in the 'group' and the ***type*** of the new diversion request.
The ***state*** is calculated using the ***type*** of each diversion to generate a binary value. ***Type*** 1 represented by "001", 2 by "010" and 3 by "100". For each active diversion the binary patterns are ANDed together, for example if ***type*** 1 and 2 are active the pattern becomes "011" or decimal 3.
This may be simply represented using a table. The rows show which diversion is starting whilst the columns show diversions which are already active. The 'cell' selected becomes the new ***state*** for the diversions in the group.

		Currently active diversion ***types***						
New Request	**none**	**1**	**2**	**3**	**1 & 2**	**1 & 3**	**2 & 3**	**all 3**
1	1	1	2	2	0	0	0	0
2	2	2	2	2	0	0	0	0
3	4	2	2	4	0	0	0	0

Do not forget that this is expressed in terms of ***states***, so that the two entries with ***state*** of 4 are really requesting ***type*** 3 (pattern "100") to be started.
The right hand part of the table is all zeros as it is not possible to get into that ***state***. If it occurs then the simplest solution is to cancel all diversions.
This now needs to be translated into the ***state*** order for data entry.

New	Current ***state***							
Request	**none**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
1	1	1	2	0	2	0	0	0
2	2	2	2	0	2	0	0	0
3	4	2	2	0	4	0	0	0

Two columns have been switched because a ***state*** of 4 represents ***type*** 3 active, whilst a ***state*** of 3 represents ***type***s 1 and 2 active.

17.7.2 Plan Diversion Rule Table

The System then uses the ***state*** selected to determine which plan should be implemented in the sub-area nominated for this diversion. For each ***state*** 3 plans are specified - one for the AM peak, one for the PM peak and the other for all other times.

17.7.3 Diversion Day Sectors Data

For each day of the week this allows different AM peak, PM peak and hence Off-peak times to be specified. The start and times of each peak are entered and the System determines the Off-peak period from this.

17.7.4 Diversion Plan Delay Switching Timetables

This is used to select a delay to be used when starting or stopping a plan. It uses the new ***state*** and the data is specified in 30-second intervals. It is considered in Beresford St Marcus that there is little point in delaying the introduction of a plan, but because of traffic between the sign and junctions it is sensible to delay the removal by around 1 minute.

18. DIVERSION SIGNS

18.1 Introduction

There are four diversion signs in Beresford St Marcus associated with diversions, V11111, V11112, V11121 and V11122. As their SCNs suggest they are associated with three OTUs and occupy a single control and reply bit.

18.2 Essential Signs

Because of the nature of the road layout in Beresford St Marcus the failure of one sign does not stop a diversion being implemented. Hence no signs are marked as essential.

18.3 Delayed Cancel Time

The signs associated with the lifting bridge are required to continue to operate for one minute after the bridge is lowered. In order to achieve this the "Diversions Sign Group Number" is set to 1 and the delay for the diversions to 0.5 minutes.

19. ANALOGUE ENVIRONMENTAL SENSORS

19.1 Introduction

The Analogue Sensors measure levels of pollution at strategic locations in Beresford St. Marcus. Analogue environmental measurements are detected at each sensor and converted to digital data before being transmitted to the UTC system. The UTC system calibrates the data into corresponding units, such as parts per million, which are then available for display on the MMI screen and also stored for future reference.

Five sensors are located at each site, measuring the following information:

- Sulphur Dioxide (SO_2)
- Nitrogen Dioxide (NO_2)
- Status Information (Dummy) Channel
- Carbon Monoxide (CO)
- Temperature (°C)

As a convention in the Beresford St. Marcus system the last digit of the SCN is standardised, so that:

W11111, W11121, W21111 and W31111 are all Sulphur Dioxide sensors.

In a similar fashion, sensors having 2 as the last digit measure Nitrogen Dioxide, 3 are the Status Channels, 4 are for Carbon Monoxide and 5 measure temperature.

Each sensor has two thresholds associated with it, so that when the Alarm On level is reached an alarm is triggered for that sensor. Similarly, when the Alarm Off level is reached the alarm is cleared.

All the Sulphur Dioxide sensors and the two CO sensors W21114 and W11124 are joined together in a sensor group such that when the measured levels from all these pass their respective Alarm On thresholds a CAST is triggered. This CAST modifies SCOOT parameters and implements diversion signs to reduce the number of vehicles flowing into the city. When the measured levels of all the sensors in the group pass their Alarm Off levels a second CAST is triggered to restore the traffic parameters to their previous values.

19.2 Identifier

An analogue sensor is identified by the letter "W" followed by a five digit number.

20. REMOTE REQUESTS

20.1 Introduction

Remote requests are used to inform the system of an event and/or to implement automatically:

(a) a diversion
(b) green wave
(c) the raising of a bridge
(d) the raising of a bridge and a diversion request
(e) implementing solar override on a sub-area when fog is detected.

A user defined remote request may be used to put an entry in the system log when a remote request bit is set, and a different message when the remote request bit is cleared.

20.2 Identifier

Remote requests are addressed in the system by the letter "Z" followed by five digits.

In Beresford St Marcus there are four remote requests designated in the system. The first three are all requesting Green Waves from the fire station Green Wave box. The fourth is derived from the Carter Crossing lifting Bridge. When the bridge is raised, this returns a bit on the OTU X11110, which informs the operator that the bridge is raised and implements diversion U11111.

The low-lying areas around Gotch Graveyard are prone to fog and a fog detector is installed near Bodger Bridge. This fog detector raises a remote request (Z11131) that causes the solar override to be sent to those controllers equipped with an SB bit in subarea 21.

The local authority wishes to have a record of the opening and closing of the Gotch Graveyard access gates. A suitable microswitch has been installed which is connected to the OTU at the Nash/Anderson intersection, to activate a user defined remote request.

21. AUTOMATIC PLAN SELECTION (APS)

21.1 Introduction

The County Engineer has yet to be convinced that SCOOT can successfully operate around the Bodger Bridge where the tidal flow system operates. Accordingly he wants a number of fixed time plans to be selected depending upon the status of the three count detectors and one queue detector already available. These are D21111 heading south on Nash Terrace, D21112 heading west, D11141 heading south on Clarke Quay and Q11121 located between the two junctions at the west of Bodger Bridge.
If all the count detectors have vehicle counts above their trigger threshold then plan 20 is selected in sub-area 11; if the occupancy level of the detector D21111 is above its threshold then plan 21 is selected. If detector Q11121 shows a queue then plan 22 is selected. If the count and occupancy detectors have triggered then plan 23 is selected. Because of the short link between the two junctions plan 22 is the highest priority.

21.2 The Groups

APS is driven by the state of three groups. These are the count, queue and occupancy groups referred to in the database as V, Q and O respectively. Each group can consist of up to five detectors. The group's state is determined from either:

a) any of the group triggering, or
b) all of the group triggering.

The latter is the default action.

21.3 Priorities and Plan numbers

As described above, of the four possible plans, plan 22 has the highest priority and occupies number 4 priority slot, followed by plans 23, 21 and 20.

21.4 Plan Masks

Each mask is associated with a priority; it makes sense to start with the easiest first. Priority 4 occurs when the queue group triggers, so it is simply "Q". Priority 1 occurs when the count (volume) group triggers, so it is simply "V". Priority 2 occurs when the occupancy group triggers, which is "O". The last trigger occurs when both count (volume) and occupancy group triggers "V.O", that is priority 3.

22. WALL MAPS

22.1 Introduction

Beresford St Marcus has a wall map with each item of equipment including the diversions and green waves shown by LED indications. The operation of each digital output to the wall map is defined in the System Handbook for an STC UTC system. To summarise, each piece of equipment has the following number of bits allocated to it:

	bits
Junctions	3
Pelicans	3
Queue Detectors	3
Car Parks	1
Diversions	1
Diversion signs	1
Green Waves	3
Count Detectors	2

22.2 Telecommand 8 systems

The number of bits for each equipment are allocated to a wall map word number and a starting bit position. There are a total of 128 wall map words available each with 8 bits. There are no rules as to the position of each piece of equipment, different items can be mixed on the same word. One piece of equipment can also cover two adjacent words. i.e. J11111 may start on wall map word number 1 bit position 7 and finish on wall map word number 2 on bit position 1.

On the Telecommand 8 highway the digital I/O chassis that drive the wall map are in positions 0 or 4.

22.3 TC 12 systems

With TC 12 digital I/O there are 128 words each of 16 bits. The digital I/O rack can be in position 0, 1 or 2.

A TC 12 PC can support two digital I/O racks.

23. SYSTEM WIDE VARIANTS

23.1 Introduction

Each customer can set up tolerances for controller and transmission checks and file life times for their particular system. The system is supplied with standard defaults. It is not necessary for a new customer to produce a data configuration for this screen.

24. SCOOT AREA

24.1 Introduction

Before entering SCOOT data it is recommended that the engineer should read the SCOOT User Guide. The area data defines a number of strategic parameters that apply to the whole SCOOT network.

25. SCOOT REGIONS

25.1 Introduction

The Beresford St Marcus network is to be divided into two regions. A region is a group of nodes that are operated under SCOOT control at the same common cycle time. Normally these are nodes where co-ordination is desirable between them. At this stage it is only necessary to get the basic configuration of the SCOOT database correct as there will undoubtedly be changes during validation and fine tuning. Facilities such as congestion links, gating and SOFT need not be set up at this stage. It is sufficient to leave these areas blank on the data forms.

25.2 Identifier

A region is identified by the letter "R" followed by any two letters.

25.3 RBB

This region consists of the three nodes around Bodger Bridge. This area is also to be configured for Automatic Plan Selection.

25.4 RDD

The rest of the network with the exception of P31111 is placed in region DD. P31111 is not to be placed under SCOOT control and operates on fixed time plans at certain times of the day.

26. SCOOT NODES

26.1 Introduction

A node is a junction or pelican (pedestrian crossing) under control in the SCOOT network. Junctions and/or Pelicans that are close together may be operated as one node.

26.2 Identifier

A node is identified by the letter "N" followed by a five digit number.

26.3 N11111

This is a 2-stage SCOOT node containing the equipment J11111. Unless the node is a multi node containing more than one equipment it should always carry the same number as the equipment to avoid confusion.
The node contains four links, one of which, link D, is a wide three-lane approach and consequently has two SCOOT detectors N11111D1 and N11111D2.
The engineer can choose to define the cyclic fixed time or leave it as 0, in which case the model would calculate its own cyclic fixed time. The normal cyclic fixed time for this node would be 14 (sum of the intergreens -2).

26.4 N11113 and N31131

These nodes are pelicans P11113 and P31131. Pelicans are modelled differently from junctions. A link into a pelican starts green at:
End of green on vehicle stage (losing GX bit)
+ Fixed length of pedestrian stage (SCOOT min stage length)
+Link start lag.

A link into a pelican ends green at:

End of green on vehicle stage (losing GX bit)
+ link end lag.
Currently it is recommended that the minimum stage length is the time from the start of amber leaving to the start of the flashing amber to traffic. The start lag is then the amount of time before the vehicles start to move. The start lag on pelicans does not contain the fixed five seconds intergreen that junction links have. The cyclic fixed time would then be the same as the SCOOT minimum stage length for pedestrians.
The SCOOT minimum stage length for the vehicle stage is made up of the time from the start of the flashing amber to the expiry of the vehicle minimum green.

26.5 N11141

This node has four SCOOT stages with stage 2 being a removable SCOOT stage. The SCOOT stages mirror exactly the UTC stages. During the evening peak the right turn flow into Dickinson Drive is very low. Consequently the right turn filter arrow is not used. The translation plan for this time of day omits SCOOT stage 2 and UTC stage B.
The filter link N11141K uses the same detector as N31131F, which is the normal link for the pelican N31131.
The detector for link N11141D is only 60 metres from the stop line. This is because of the large inflow from Maile Mews. This link is adequate for split optimisation but poor for congestion. Therefore an extra detector N11141X1 has been sited in Maile Mews. This is used as the congestion link for N11141D.

26.6 N11121

This is a multi node formed of two junctions J11121 and J11122. As the distance between the two junctions is only 50 metres, it would be difficult to site loops between them. Because of the short distance the linking is critical and a fixed offset for all times of the day is desirable.
The SCOOT stages are almost the same as the UTC stages with the exception that when SCOOT stage 2 starts, UTC A at J11122 is allowed to continue for a further five seconds to clear the Westbound traffic between the two junctions. This allows the right turn from J11121, which runs in UTC stage C, an empty road to turn into.
The SCOOT translation plan for this node looks like this:

J11121	N11121	{A 0}1,	{B 0}2,	{C 0, BC 2}3
J11122	N11121	{A 0}1,	{A 0,B 5}2,	{C 0}3

Note on J11122, SCOOT stage 2 continues to send UTC A from time 30 until time 35 to maintain a clearance. When calculating the SCOOT minimum stage lengths it is important to add five seconds to stage 2 to accommodate this extra time. The SCOOT stage minimum for each stage is the highest of the UTC stage or stages that run during that SCOOT stage.

26.7 N21111

This is a 3-stage UTC junction but a 2-stage SCOOT node.
During the morning and off peak the junction operates UTC A and UTC B. During the evening peak the right turn from Nash Terrace is banned and the Junction operates UTC A and UTC C. The only difference in these stages is the indication shown to the motorists in Nash Terrace. In SCOOT terms they are identical and have the same minimum stage lengths. Therefore they are both connected to SCOOT stage 2.

27. SCOOT STAGES

27.1 Introduction

SCOOT stages are used as the means of defining the different stage movements in the cycle. In simple cases, SCOOT stages directly relate to UTC stages. In more complicated scenarios, several UTC stages may be combined to form a single SCOOT stage. This combination is achieved in the SCOOT translation plan; see the section on junctions for examples.

27.2 Identifier

Stages are identified by the node SCN plus a "/" and a digit, e.g. N11111/2 is stage 2 on node N11111.

28. SCOOT LINKS

28.1 Introduction

A link is a traffic movement into a stop line. A link may run through a number of stages. There are five different types of link:

28.2 Identifier

A SCOOT link is addressed in the system by the node number followed by the link letter, i.e. N11111 link A is addressed as N11111A etc.

(a) An entry link (E) is an input of traffic from outside the network.
(b) A normal link (N) is a movement of traffic that is fed from another node.
(c) A filter link (F) is normally used for right turn overlaps, where it is impossible to site the detector in an upstream position. The loop is then positioned in an historic downstream position beyond the stopline. This loop could also be a detector for another downstream link into the next junction.
(d) An exit link (X) is used on the exit from the network where exit blocking is likely to occur.
(e) An uncontrolled link (U) is for the purpose of data gathering. It does not influence SCOOT operation.

29. SCOOT DETECTORS

29.1 Introduction

Every stop line in the network should have one or more detectors determining the flow arriving or discharging from the stop line. In the case of an entry or normal link the detector is upstream of the stop line. In the case of a filter link the detector is situated in front of the stop line.

29.2 Identifier

A SCOOT detector is addressed in the system by the node and link number followed by the detector number for the link, i.e. the first detector on N11111A is designated N11111A1 the second as N11111A2 and so on.
Figure 3 shows the positioning and designations of the detectors within Beresford St Marcus.

30. TIMETABLES

30.1 Introduction

At initial set up it is not necessary for a new customer to set up SCOOT events in the timetable. The system works fixed time initially and each sub-area needs a suite of fixed time plans to be used throughout the traffic day. Some users choose not to have any fixed time plans and operate entirely on SCOOT and/or local control. Beresford St Marcus uses six fixed time plans, three of which are implemented through the automatic plan selection system.
The Monday through Friday timetable looks something like this:

00:05	CLOS	C31111		
02:00	CHCK			
03:00	CHAN	VEHC	C31111	10
03:00	CHAN	VEHC	C31121	10
03:00	CHAN	VEHC	C31131	10
06:00	OPEN	C31111		
06:30	AUDI	BOTH		
06:30	DIAL	ALL		
06:30	PLAN	A11000	1	
07:00	PLAN	A21000	1	
07:00	SAPS	A21000		
08:00	CHCP	DAY		
09:30	PLAN	A00000	2	
16:00	PLAN	A00000	3	
18:30	PLAN	A00000	0	
18:30	XAUD	BOTH		
18:30	CHCP	NIGHT		
18:30	XAPS	A21000		
20:00	XDIA	ALL		

Information on typical SCOOT events for a timetable can be found in the SCOOT User Guide within the chapter on Customising.

31. CASTS

31.1 Introduction

A CAST is a group of commands that are stored and can be actioned together, either by operator or timetable command. By having a number of CASTs throughout the timetable in this way, it is very simple to add or delete events from a CAST without the need to modify the timetable. It also simplifies the timetable listing considerably as shown below.

00:05	CLOS	C31111	
02:00	CHCK		
03:00	ACAS	10	
06:00	OPEN	C31111	
06:30	ACAS	1	
07:00	PLAN	A21000	1
07:00	SAPS	A21000	
08:00	CHCP	DAY	
09:30	PLAN	A00000	2
16:00	PLAN	A00000	3
18:30	ACAS	3	
20:00	XDIA	ALL	

The CASTS can be allocated names using the NCAS command, e.g.
CAST number 10 that is actioned at 03:00 could be named as "Reset car park vehicle counts"
CAST number 1 that is actioned at 06:30 could be named as "AM Peak".
CAST number 3 that is actioned at 18:30 could be named as "PM peak end".

Appendix A - The layout of Beresford St Marcus

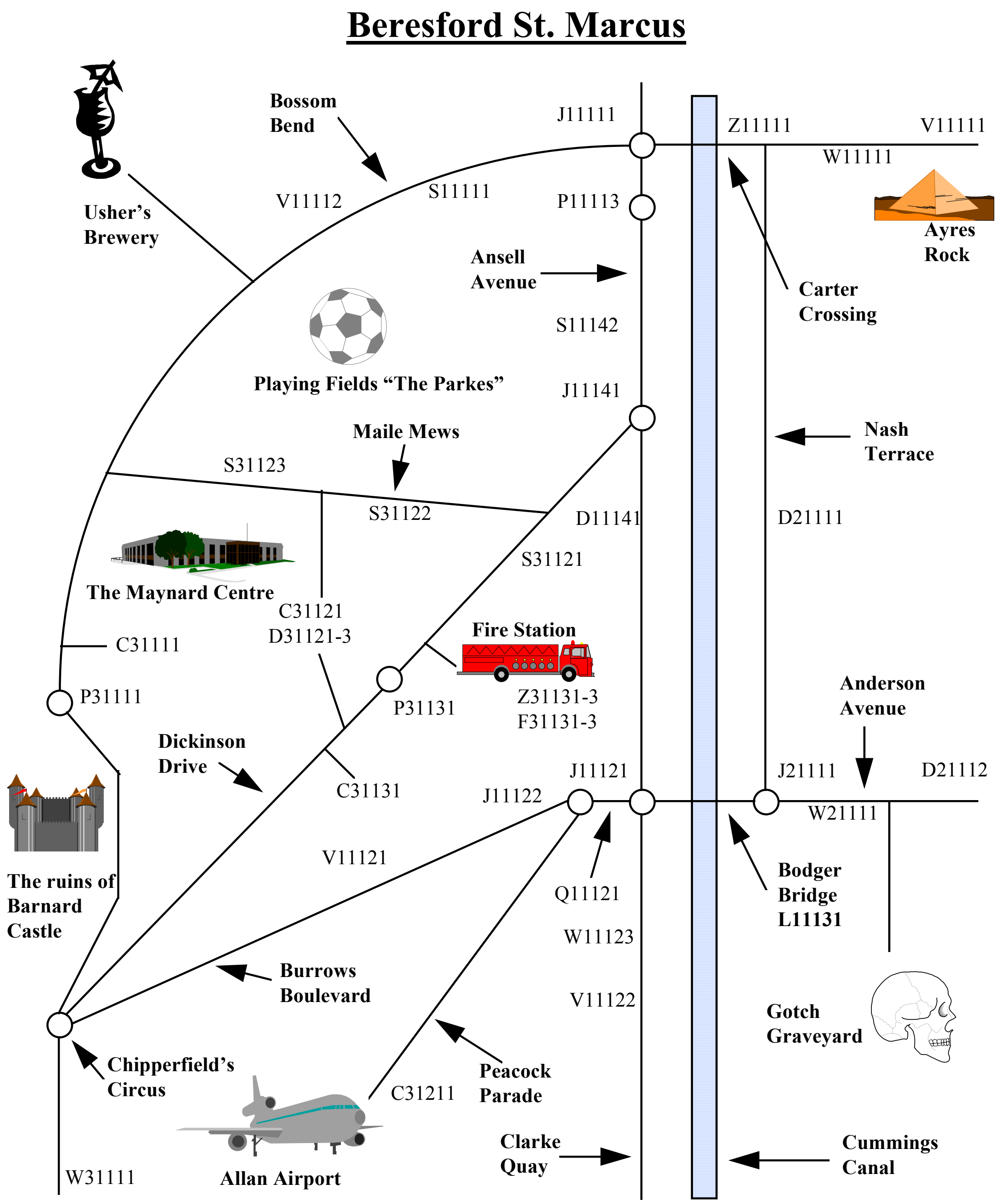


Figure 1 - Town Plan

Beresford St. Marcus - OTU Allocation

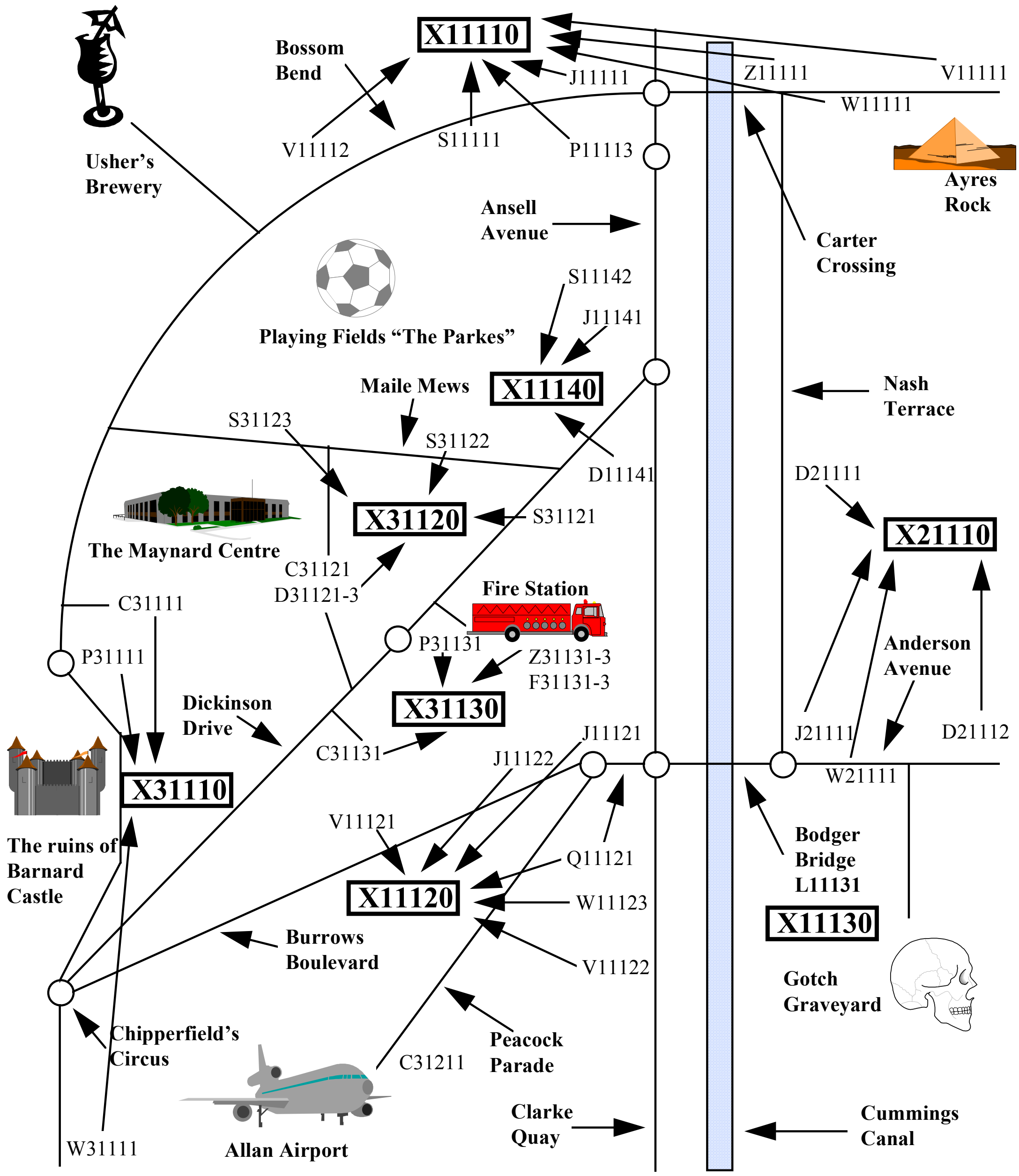


Figure 2 - Plan of OTU Allocation

Beresford St. Marcus - SCOOT Regions

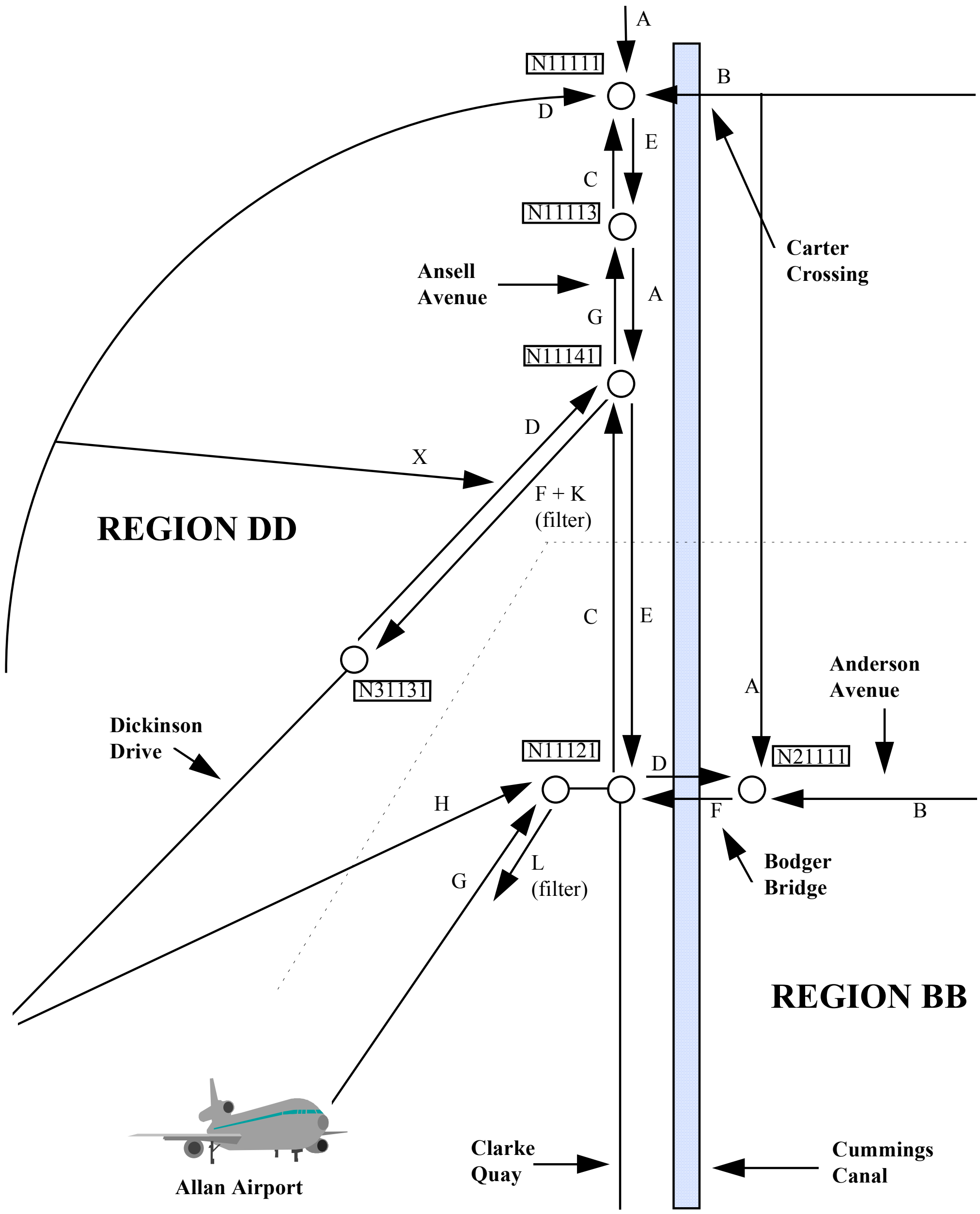
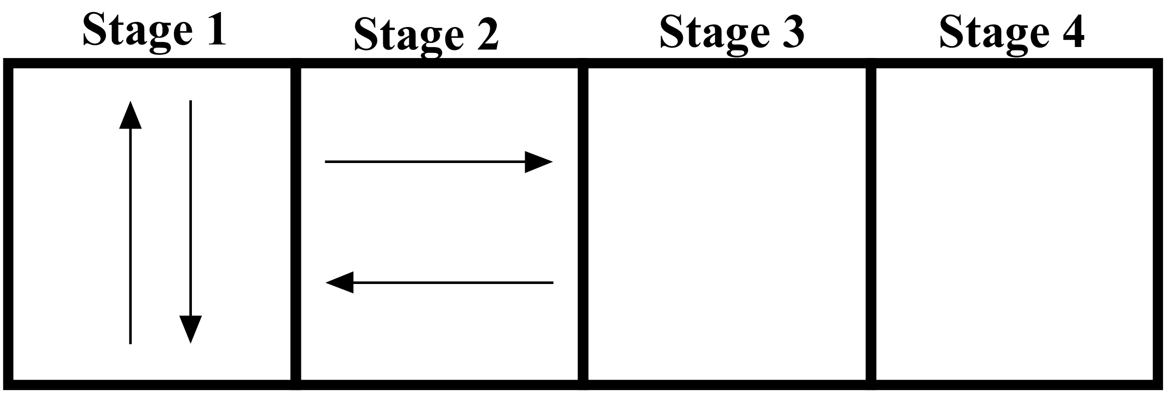


Figure 3 - Plan of SCOOT Network

Appendix B - Junction Stage Diagrams and Timings

Beresford St Marcus
Junction Detail for J11111



Lower Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1	7	20	X	9		
2	10	27	7	X		
3						
4						

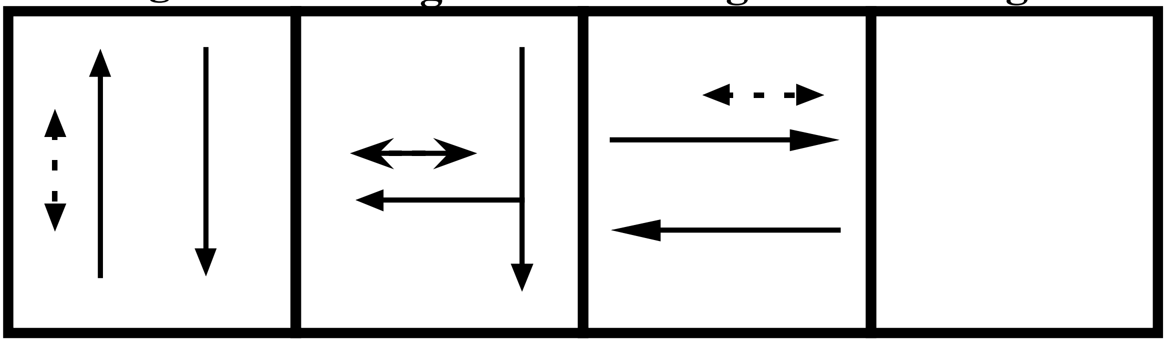
Upper Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1						
2						
3						
4						

Figure 4 - J11111

Beresford St Marcus
Junction Detail for J11121

Stage 1 Stage 2 Stage 3 Stage 4



Lower Timings

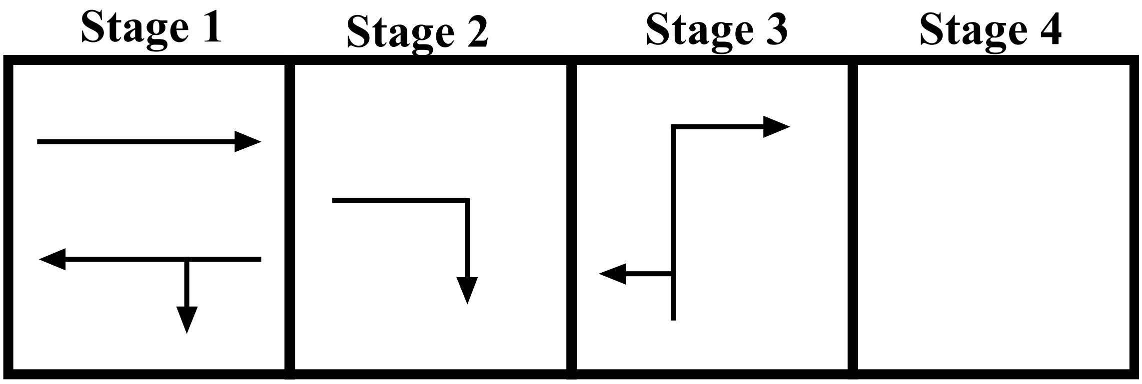
Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1	10	45	X	X	6	
2	3	16	4	X	X	
3	7	26	6	6	X	
4						

Upper Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1						
2	10					
3				10		
4						

Figure 5 - J11121

Beresford St Marcus
Junction Detail for J11122



Lower Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1	7	45	X	X	9	
2	4	20	5	X	X	
3	10	26	6	6	X	
4						

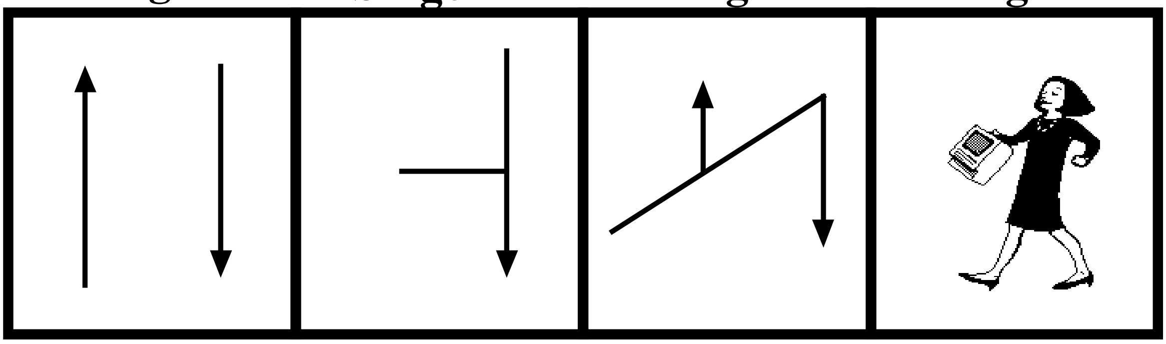
Upper Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1						
2						
3						
4						

Figure 6 - J11122

Beresford St Marcus
Junction Detail for J11141

Stage 1	Stage 2	Stage 3	Stage 4



Lower Timings

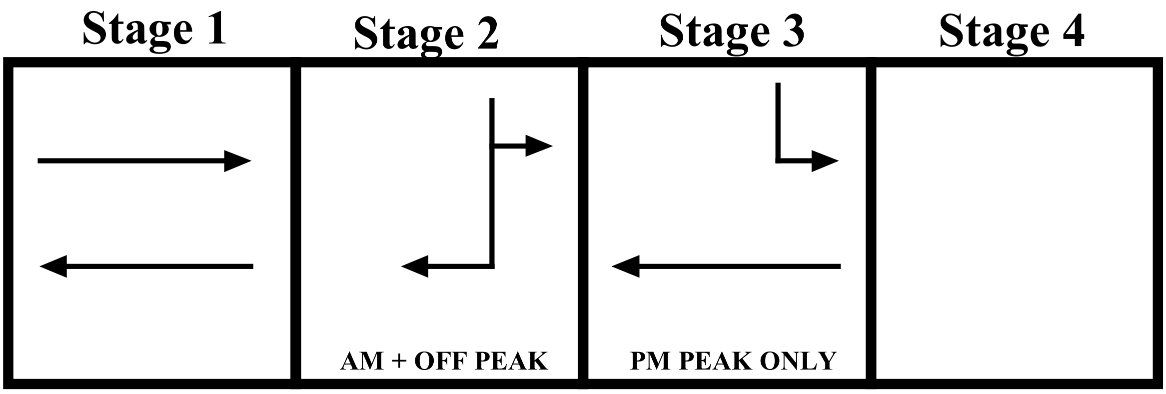
Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1	10	33	X	X	6	10
2	3	12	4	X	X	X
3	7	24	7	7	X	X
4	10	10	X	X	7	X

Upper Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1						
2						
3						
4						

Figure 7 - J11141

Beresford St Marcus
Junction Detail for J21111



Lower Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1	10	30	X	7	7	
2	10	30	7	X	X	
3	10	30	7	7	X	
4						

Upper Timings

Stage	Min	Max	Intergreen Table from stage 1	2	3	4
1						
2						
3						
4						

Figure 8 - J21111

Appendix C - Completed Data Forms for Beresford St Marcus

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COMPUTER DEFINITION

COMPUTER AND TC12 PC DEFINITION

E/H	SCN	Description
H	01000	BERESFORD ST M
E	01001	B ST M TC12 PC

UTCDP01 - 18/06/97 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SUB-AREA / TRAFFIC COMPUTER

Sub-Area	Description	PC SCN (TC12 only)	Computer
11	ANSELL AVENUE	E01001	
21	NASH TERRACE	E01001	
31	MAYNARD CENTRE	E01001	

Notes:

SUB-AREA : Between 01 and 99
DESCRIPTION : Any readable characters are allowed.
PCSCN : Only for systems with Telecommand 12
COMPUTER : Leave this column blank for single computer systems

UTCDP02 - 09/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : TC12 OUTSTATION DATA

PC SCN 01001

Modem No. 01

Address	SCN	Location	Valid Y/N *	Control Bytes (0-3)	Reply Bytes (0-14)	Up-Download Type (N, I, F, S)
1	X11110	CARTER BOSSOM	Y	2	8	N
2	X11120	BODGER CLARKE	Y	2	10	N
3	X11130	BODGER T FLOW	Y	1	1	N
4	X11140	ANSELL DICKSON	Y	2	4	N
5	X21110	NASH ANDERSON	Y	2	7	N
6	X31110	CHIPPERFIELD C	Y	1	6	N
7	X31120	MAYNARD CENTRE	Y	1	2	N
8	X31130	DICKINSON DRIVE	Y	2	2	N

Notes:

Location : Any readable characters are allowed

* OTUs are normally set to "valid". Set to "N" if the OTU is to be configured but will not be operational immediately.

UTCDP03A - 27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 1111110 PC SCN E0110001 MODEM NO. 01 LOCATION CARTER 180550M

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT	← W1111 →								V1112	V1111	← S1111 →			P1113		← J1111 →								
CONTROL									SF	SF	CS1	CS2	CS3		PV						TS	DX	FB	FA
REPLY									SC	SC	SC1	SC2	SC3	CF1	GX	CF2	CF1	RR	MC	CF	CS	DF	GB	GA

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT	← N1111 A1 →							Z1111	← W1111 →							
REPLY	VS4	VS3	VS2	VS1				RQ								

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT	← N1111 D2 →				← N1111 D1 →				← N1111 C1 →				← N1111 B1 →			
REPLY	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT									← N1113 E1 →				← N1114 A1 →			
REPLY									VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 1 1 1 1 1 2 1 0 PC SCN E 0 1 1 0 0 1 MODEM NO. 0 1 1 LOCATION B O D G E R C L A R K E

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT							V1122V1124Q1121 ←				J1122			→←					J1121					→
CONTROL							SF	SP		DS	FC	FB	FA						TS		DB	FC	FB	FA
REPLY							SC	SC	VQ	DRB	GC	GB	GA	LF2	LF1	ER	MC	CF	CS	DF	DRB	GC	GB	GA

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT	←		W11123					→								
REPLY																

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT	← N2111D2			→←		N2111D1		→←				W11123				→
REPLY	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1								

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT	←	N11121C1		→←		N11121G1		→					←	N11141C1		→
REPLY	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1					VS4	VS3	VS2	VS1

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT													←	N11121H1		→
REPLY													VS4	VS3	VS2	VS1

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE :

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 111130 PC SCN E 0110011 MODEM NO. 01 LOCATION BODGER T F4OW

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT																		21131 ←			41131			→
CONTROL																					S3	S2	S1	CL
REPLY																		RQ	MF	UF	C3	C2	C1	CC

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT																
REPLY																

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT																
REPLY																

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE :

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 1 1 1 1 4 0 PC SCN E 0 1 1 0 0 1 MODEM NO. 0 1 LOCATION A N S E L L   D I C K S O N

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT	N1141K1/N3113 1F1						D1142			S1142 ←							J1141 →							
CONTROL										SC2	SC1						TS	DD	DB	DX	FD	FC	FB	FA
REPLY	VS4	VS3	VS2	VS1			DF	VC		CS2	CS1	LF2	LF1	RR	MC	CF	CS	DRD	DRB	DF	SD	SC	SB	SA

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT									← N1121G1 →				← N1113G1 →			
REPLY									VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT																
REPLY																

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP000-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE :

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 2 1 1 1 1 0 PC SCN E 0 1 1 0 0 1 MODEM NO. 0 1 LOCATION NASH ANDERSON

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT	← W 21111 →								← D21112 →			D21111		← J21111 →										
CONTROL														SO						TS	DX	FC	FB	FA
REPLY									DF	VO	VC	DF	VC	SB	LF2	LF1	RR	NC	CF	CS	DF	SC	GB	GA

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT	← N11124F2 →				← N11121F1 →				← W21111 →							
REPLY	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1								

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT							Z21112Z1111		← N21111B1 →				← N21111A1 →			
REPLY							RQ	RQ	VS4	VS3	VS2	VS1	VS4	VS3	VS2	VS1

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE :

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 311110 PC SCN E011001 MODEM NO. 01 LOCATION CHIPPERFIELD C

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT	←		C3111					→															P3111	
CONTROL																								PV
REPLY																							GF2	EK

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT	←			W2111				→	←			C3111				→
REPLY																
BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT									←			W3111				→
REPLY																
BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																
BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																
BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 3 1 1 1 2 0 PC SCN E 0 1 0 0 1 MODEM NO. 0 1 LOCATION M A Y N A R D C E N T R E

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT									←	N1114X1		→			D31123	D31122	D31121		S31123		S31122		S31121	
CONTROL																			CS2	CS1	CS1	CS3	CS2	CS1
REPLY									VS4	VS3	VS2	VS1			DF	VC	VC	VC	SC2	SC1	SC1	SC3	SC2	SC1

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT																
REPLY																

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT																
REPLY																

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X 311130 PC SCN E 011001 MODEM NO. 01 LOCATION DICKINSON DRIVE

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT									← K11141D			→			P3131-3 / Z3131-3			← C3131		→←		P3131		→
CONTROL									VS4	VS3	VS2	VS1			SF	SF	SF							PV
REPLY															RQ	RQ	RQ	CC	CF	CA	RR	LF2	LF1	9K

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT																
REPLY																

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT																
REPLY																

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE :

FORM : EQUIPMENT WORD FORMATS

Equipment Type *	Control/ Reply %	Format No. +	Bit Mnemonics @ 1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th
J	C	01	DX	TS														
J	R	01	DF	CS	CF	NC	RR	LF1	LF2									
J	C	02	D1		TS													
J	R	02	DR1	DF	CS	CF	NC	RR	LF1	LF2								
J	C	03	D1															
J	R	03	DR1															
J	C	04	DX	D1	D2	TS												
J	R	04	DF	DR1	DR2	CS	CF	NC	RR	LF1	LF2							
J	C	05	DX	TS						SO								
J	R	05	DF	CS	CF	NC	RR	LF1	LF2	SB								

Notes :

* Equipment types are : J = Junction, P = Pelican

% Control/Reply : Enter 'C' or 'R'

+ Format Number : 1 to 200 (inclusive)

@ Bit Mnemonics : any bits not defined are left blank. See FORM : EQUIPMENT WORD FORMATS - DESCRIPTION OF BIT MNEMONICS for the mnemonics used.

UTCDP04 - 27/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : EQUIPMENT WORD FORMATS

Equipment Type *	Control/ Reply %	Format No. +	Bit Mnemonics @ 1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th
P	C	01	PV															
P	R	01	GX	LF1														
P	C	02	PV															
P	R	02	GX	LF2														
P	C	03	PV															
P	R	03	GX	LF1	LF2	RR												

Notes :

* Equipment types are : J = Junction, P = Pelican

% Control/Reply : Enter 'C' or 'R'

\+ Format Number : 1 to 200 (inclusive)

@ Bit Mnemonics : any bits not defined are left blank. See FORM : EQUIPMENT WORD FORMATS - DESCRIPTION OF BIT MNEMONICS for the mnemonics used.

UTC-DP04 - 27/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION DATA

Junction J	13111	Controller Type *	T400
Location	ANSELL : CARTER		
Outstation SCN X	11110	Outstation data word................	1
Signal Stuck Inhibit (Y/N) &	N	Link List Number (0-99)	0
Slave Controller (Y/N)	N	SL Bit meaning (0/1)	0
Format Type (1-200) £	1	Number of Stages (2-8)	2
F1/G1 Bit Position (0-14)	00	Data Bit Position (0-15)	2
RTC Synchronisation Time @.........	1200	Group Timer (Y/N) ?	N
Secondary Test Stage 1st/2nd........		Fallback Time, NSBT or NSNT	NSBT
Fallback Time Begins (secs)	000	Test Flag (0-2) $	2
Delay to intergreen (0-31)................	04	Day of week checking .(Y/N) ...	N
Smooth Plan Updates (Y/N)............	N	HC Suspend checks time (secs) .	240

Road Greens %........................Main	
Road Greens %........................ Side	
Max. Green Cyclic Check Sequence	
Cyclic Check Sequence	AB
Non-Cyclic Check Sequence............	

Notes :

* - For information only
& - Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
£ - See "EQUIPMENT WORD FORMATS" form
@ - Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
% - Only needed if a wall map exists for this system
$ - 0 = Do not execute fallback tests (maximum green times)
1 = Do tests for both operator and timetable controller checks
2 = Do tests only for timetable controller checks

UTCDP05-27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION DATA

Junction J 11121

Location BODGER CLARKE

Controller Type * T400

Outstation SCN X11120

Outstation data word.............. 1

Signal Stuck Inhibit (Y/N) & .... N

Link List Number (0-99) 1

Slave Controller (Y/N) .... N

SL Bit meaning (0/1) 0

Format Type (1-200) £ 2

Number of Stages (2-8) 3

F1/G1 Bit Position (0-14) ....

Data Bit Position (0-15) 3

RTC Synchronisation Time @......... 1200

Group Timer (Y/N) ? .... N

Secondary Test Stage 1st/2nd........

Fallback Time, NSBT or NSNT NSBT

Fallback Time Begins (secs) ....

Test Flag (0-2) $ 2

Delay to intergreen (0-31)............... 04

Day of week checking .(Y/N) ... N

Smooth Plan Updates (Y/N)............ Y

HC Suspend checks time (secs) . 240

Road Greens %......................Main

Road Greens %...................... Side

Max. Green Cyclic Check Sequence

Cyclic Check Sequence .... ABC

Non-Cyclic Check Sequence........... AC

Notes :

* -	For information only
& -	Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
£ -	See "EQUIPMENT WORD FORMATS" form
@ -	Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
% -	Only needed if a wall map exists for this system
$ -	0 = Do not execute fallback tests (maximum green times) 1 = Do tests for both operator and timetable controller checks 2 = Do tests only for timetable controller checks

UTCDP05-27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION DATA

Junction J	11122	Controller Type *	T400
Location	BURROWS PEACOCK		
Outstation SCN X	11120	Outstation data word............	1
Signal Stuck Inhibit (Y/N) &	N	Link List Number (0-99)	1
Slave Controller (Y/N)	N	SL Bit meaning (0/1)	0
Format Type (1-200) £	3	Number of Stages (2-8)	3
F1/G1 Bit Position (0-14)	12	Data Bit Position (0-15)	15
RTC Synchronisation Time @.........	1200	Group Timer (Y/N) ?	N
Secondary Test Stage 1st/2nd........		Fallback Time, NSBT or NSNT	NSBT
Fallback Time Begins (secs)		Test Flag (0-2) $	2
Delay to intergreen (0-31)...............	04	Day of week checking .(Y/N) ...	N
Smooth Plan Updates (Y/N)............	Y	HC Suspend checks time (secs) .	240

Road Greens %......................Main	
Road Greens %...................... Side	
Max. Green Cyclic Check Sequence	
Cyclic Check Sequence	ABC
Non-Cyclic Check Sequence...........	AC

Notes :

- * - For information only
- & - Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
- £ - See "EQUIPMENT WORD FORMATS" form
- @ - Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
- % - Only needed if a wall map exists for this system
- $ - 0 = Do not execute fallback tests (maximum green times)
  1 = Do tests for both operator and timetable controller checks
  2 = Do tests only for timetable controller checks

UTCDP05-27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION DATA

Junction J 11141

Location ANSELL DICKSON

Controller Type * T400

Outstation SCN .... X 11140

Outstation data word............... 1

Signal Stuck Inhibit (Y/N) & .... N

Link List Number (0-99) 9

Slave Controller (Y/N) .... N

SL Bit meaning (0/1) 0

Format Type (1-200) £ 4

Number of Stages (2-8) 4

F1/G1 Bit Position (0-14) 0

Data Bit Position (0-15) 4

RTC Synchronisation Time @......... 1200

Group Timer (Y/N) ? .... N

Secondary Test Stage 1st/2nd........

Fallback Time, NSBT or NSNT NSBT

Fallback Time Begins (secs) ....

Test Flag (0-2) $ 2

Delay to intergreen (0-31)............... 04

Day of week checking .(Y/N) ... N

Smooth Plan Updates (Y/N)............ N

HC Suspend checks time (secs) . 240

Road Greens %.......................Main

Road Greens %........................ Side

Max. Green Cyclic Check Sequence

Cyclic Check Sequence .... ABCD

Non-Cyclic Check Sequence........... ABCAC

Notes :

* - For information only
& - Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
£ - See "EQUIPMENT WORD FORMATS" form
@ - Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
% - Only needed if a wall map exists for this system
$ - 0 = Do not execute fallback tests (maximum green times)
1 = Do tests for both operator and timetable controller checks
2 = Do tests only for timetable controller checks

UTCDP05-27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION DATA

Junction J 21111

Location NASH ANDERSON

Controller Type * T400

Outstation SCN X21110

Outstation data word............... 1

Signal Stuck Inhibit (Y/N) & .... N

Link List Number (0-99) 0

Slave Controller (Y/N) .... N

SL Bit meaning (0/1) 0

Format Type (1-200) £ 5

Number of Stages (2-8) 3

F1/G1 Bit Position (0-14) 0

Data Bit Position (0-15) 3

RTC Synchronisation Time @......... 1200

Group Timer (Y/N) ? .... N

Secondary Test Stage 1st/2nd........

Fallback Time, NSBT or NSNT NSBT

Fallback Time Begins (secs) 000

Test Flag (0-2) $ 2

Delay to intergreen (0-31)................ 04

Day of week checking .(Y/N) ... N

Smooth Plan Updates (Y/N)............ N

HC Suspend checks time (secs) .240

Road Greens %.......................Main

Road Greens %...................... Side

Max. Green Cyclic Check Sequence

Cyclic Check Sequence .... ABC

Non-Cyclic Check Sequence............ AC

Notes :

* - For information only
& - Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
£ - See "EQUIPMENT WORD FORMATS" form
@ - Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
% - Only needed if a wall map exists for this system
$ - 0 = Do not execute fallback tests (maximum green times)
1 = Do tests for both operator and timetable controller checks
2 = Do tests only for timetable controller checks

UTCDF05-27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A	N	7	20	XXX	7						
B	N	10	27	9	XXX						
C						XXX					
D							XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

Intergreen from stage in left hand column to here (XXX = illegal transition)

UPPER TIMINGS - Only necessary if upper and lower values are used

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A			XXX							
B				XXX						
C					XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition)

UTCDP08 - 26/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J 11121

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
				Intergreen from stage in left hand column to here (XXX = illegal transition)							
A	N	10	45	XXX	4	6					
B	N	3	16	XXX	XXX	6					
C	N	7	26	6	XXX	XXX					
D							XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

UPPER TIMINGS - Only necessary if upper and lower values are used

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
			Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition)							
A	10	45	XXX	4	6					
B	3	16	XXX	XXX	10					
C	7	26	6	XXX	XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

UTCDP06 - 26/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J 1 1 1 2 2

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A	N	7	45	XXX	5	6					
B	N	4	20	XXX	XXX	6					
C	N	10	26	9	XXX	XXX					
D							XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

Intergreen from stage in left hand column to here (XXX = illegal transition)

UPPER TIMINGS - Only necessary if upper and lower values are used

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A			XXX							
B				XXX						
C					XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition)

UTCDP06 - 26/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J 11141

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A	N	10	33	XXX	4	7	xxx				
B	Y	3	12	xxx	XXX	7	xxx				
C	N	7	24	6	xxx	XXX	7				
D	Y	10	10	10	xxx	xxx	XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

Intergreen from stage in left hand column to here (XXX = illegal transition)

UPPER TIMINGS - Only necessary if upper and lower values are used

Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition)

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	A	B	C	D	E	F	G	H
A			XXX							
B				XXX						
C					XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

UTCDPF08 - 26/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J 21111

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	Intergreen from stage in left hand column to here (XXX = illegal transition) A	B	C	D	E	F	G	H
A	N	10	30	XXX	7	7					
B	N	10	30	7	XXX	7					
C	N	10	30	7	7	XXX					
D							XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

UPPER TIMINGS - Only necessary if upper and lower values are used

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition) A	B	C	D	E	F	G	H
A			XXX							
B				XXX						
C					XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

UTCDP08 - 25/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : PELICAN DATA

	Pelican SCN	Location	Oustation SCN	Outstation data word	Data format type (1 - 100)	Outstation bit position (0 - 15)	Lower not green to vehicles time (0 - 63)	Upper not green to vehicles time (LNotGX - 63)	Lower pedestrian green time (0 - 63)	Upper pedestrian green time (LPedGrn - 63)	Minimum green to vehicles time (0 - 127)	Linked list number (0 - 99)	Slave controller (Y/N)
P	11113	ANSELL AVENUE	11110	1	1	9	21	23			7		N
P	31111	BARNARD CASTLE	31110	1	2	0	17	19			7		N
P	31131	DICKINSON DRIVE	31130	1	3	0	19	21			7		N
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													

UTCDP07 - 27/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : QUEUE DETECTOR DATA

	Queue Detector	Location	Outstation SCN	Outstation data word	Group Number (0-10)	Queue Fault Cancel Delay (2-127 sec)	Outstation Bit Position (0-15)	Queue Detector Plan Alarm Inhibit. Fill in plan numbers to be inhibited									
Q	11121	ANDERSON W'BND	11120	1	1	30	15										
Q																	
Q																	
Q																	
Q																	
Q																	
Q																	
Q																	
Q																	
Q																	

UTCDP08 - 02/04/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 1 1 1 4 2

Location .... ANSELL AVENUE N

Format type (0-7) 1

Outstation SCN .... X 1 1 1 4 0

Outstation data word 2

Outstation Bit Position (0-15) 0

DF Bit Position (0-15/99) 1

VL Bit Present (Y/N) .... N

Scale Factor (1-128) 8

1 minute Count Threshold (0-99) 40

Up/Down Threshold (0-9) 1

Car Park Indicator (0-5) ....

Car Park SCN C

Car Park Queueing Time

1 Upper Limit   Time   2 Upper Limit   Time

3 Upper Limit   Time   4 Upper Limit   Time

Occupancy Detector Data Only

Up Threshold (0-99) ....

Down Threshold (0-UT)..........

Smoothing Factor (0-99%) ....

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 2 1 1 1

Location .... NASH TERRACE S

Format type (0-7) 1

Outstation SCN .... X 2 1 1 1 0

Outstation data word 1

Outstation Bit Position (0-15) 1 0

DF Bit Position (0-15/99) 1 1

VL Bit Present (Y/N) .... N

Scale Factor (1-128) 4

1 minute Count Threshold (0-99) 8 0

Up/Down Threshold (0-9) 2

Car Park Indicator (0-5) ....

Car Park SCN C

Car Park Queueing Time

1 Upper Limit Time 2 Upper Limit Time

3 Upper Limit Time 4 Upper Limit Time

Occupancy Detector Data Only

Up Threshold (0-99) ....

Down Threshold (0-UT)..........

Smoothing Factor (0-99%) ....

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 2 1 1 1 2

Location .... ANDERSON AVE W

Format type (0-7) 3

Outstation SCN .... X 2 1 1 1 0

Outstation data word 1

Outstation Bit Position (0-15) 1 2

DF Bit Position (0-15/99) 1 4

VL Bit Present (Y/N) .... N

Scale Factor (1-128) 4

1 minute Count Threshold (0-99) 7 0

Up/Down Threshold (0-9) 2

Car Park Indicator (0-5) ....

Car Park SCN C

Car Park Queueing Time

1 Upper Limit		Time		2 Upper Limit		Time	
3 Upper Limit		Time		4 Upper Limit		Time	

Occupancy Detector Data Only

Up Threshold (0-99) 8 5

Down Threshold (0-UT).......... 7 5

Smoothing Factor (0-99%) 5 0

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 29/09/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 31121

Location .... MAYNARD EXIT 1

Format type (0-7) 1

Outstation SCN .... X 31120

Outstation data word 1

Outstation Bit Position (0-15) 6

DF Bit Position (0-15/99) 9

VL Bit Present (Y/N) .... N

Scale Factor (1-128) 2

1 minute Count Threshold (0-99) 50

Up/Down Threshold (0-9) 1

Car Park Indicator (0-5) 2

Car Park SCN .... C 31121

Car Park Queueing Time

1 Upper Limit Time 2 Upper Limit Time

3 Upper Limit Time 4 Upper Limit Time

Occupancy Detector Data Only

Up Threshold (0-99) ....

Down Threshold (0-UT)..........

Smoothing Factor (0-99%) ....

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 31122

Location .... MAYNARD EXIT 2

Format type (0-7) 1

Outstation SCN .... X 31120

Outstation data word 1

Outstation Bit Position (0-15) 7

DF Bit Position (0-15/99) 9

VL Bit Present (Y/N) .... N

Scale Factor (1-128) 2

1 minute Count Threshold (0-99) 50

Up/Down Threshold (0-9) 1

Car Park Indicator (0-5) 2

Car Park SCN .... C 31121

Car Park Queueing Time

1 Upper Limit | Time | 2 Upper Limit | Time

3 Upper Limit | Time | 4 Upper Limit | Time

Occupancy Detector Data Only

Up Threshold (0-99) ....

Down Threshold (0-UT)..........

Smoothing Factor (0-99%) ....

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D 31123

Location .... MAYNARD ENTR 1

		Format type (0-7)	1
Outstation SCN X	31120	Outstation data word	1
Outstation Bit Position (0-15)	8	DF Bit Position (0-15/99)	9
VL Bit Present (Y/N)	N	Scale Factor (1-128)	2
1 minute Count Threshold (0-99)	50	Up/Down Threshold (0-9)	1
Car Park Indicator (0-5)	2	Car Park SCN C	31121

Car Park Queueing Time

1 Upper Limit		Time		2 Upper Limit		Time	
3 Upper Limit		Time		4 Upper Limit		Time	

Occupancy Detector Data Only		**RMS Link Data Only**	
Up Threshold (0-99)		OMUSCN .... Y	
Down Threshold (0-UT)..........		Detector Number (1-64).........	
Smoothing Factor (0-99%)		Data Position (1-16)...............	

UTCDP09 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SPECIAL FACILITY DATA

Special Facility SCN F 31131

Location GWAVE ROUTE 1

Type (1/2) 1

RR Bit Present (Y/N) N

Oustation SCN 31130

Outstation Data Word 1

Confirm Bit Present (Y/N) N

Outstation Bit Position (0-15) 7

Link List Number (0-99)

Link List Master? (Y/N)

Type 2 (Enable by Plan) Special Facilities

Junction/Pelican (J/P) SCN

Enable by Plan

Enable by Translation Plan

UTCDP10 - 25/09/98

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SPECIAL FACILITY DATA

Special Facility SCN	F 3 1 1 3 2
Location	SWAVE ROUTE 2
Type (1/2)	1
RR Bit Present (Y/N)	N
Oustation SCN	3 1 1 3 0
Outstation Data Word	1
Confirm Bit Present (Y/N)	N
Outstation Bit Position (0-15)	8
Link List Number (0-99)	
Link List Master? (Y/N)	

Type 2 (Enable by Plan) Special Facilities

Junction/Pelican (J/P)	SCN
Enable by Plan	
Enable by Translation Plan	

UTCDP10 - 25/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SPECIAL FACILITY DATA

Special Facility SCN F 3:1:1:3:3

Location 9:WAVE: : :ROUTE: :3:

Type (1/2) 1

RR Bit Present (Y/N) N

Oustation SCN 3:1:1:3:0

Outstation Data Word 1

Confirm Bit Present (Y/N) N

Outstation Bit Position (0-15) :9

Link List Number (0-99) :

Link List Master? (Y/N)

Type 2 (Enable by Plan) Special Facilities

Junction/Pelican (J/P) SCN : : : :

Enable by Plan

Enable by Translation Plan

UTCDP10 - 25/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : GREEN WAVE DATA

	Green Wave SCN	Description
G	31131	GWAVE ROUTE 1
G	31132	GWAVE ROUTE 2
G	31133	GWAVE ROUTE 3
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		

UTCDP11- 25/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE REQUEST DATA

Remote Request SCN ...Z 11111

Description .... CARTER CROSSING

Outstation SCN ....X 11110

Outstation Data Word 3

Reply Bit Position (0-15)... 0

Remote Request Type (1-10) * 6

SPECIAL FACILITY/DIVERSION DATA ONLY

Special Facility SCN ....F

Diversion SCN ....U

Sub-Area or Controller SCN......

Plan Timeout (0-999) ....

Plan Number (1-40) ....

Inhibit Timeout (0-999) ....

Run plan whilst remote request present (Y/N)

Synchronise plan with master cycle counter (Y/N)

GREEN WAVE/VIP ROUTE DATA ONLY

Green Wave SCN ....G

Green Wave Route Number (1-100) ....

Cancel Available (Y/N) ....

Special Emergency Vehicle Outstation SCN X

Special Emergency Vehicle Outstation data word (1-4) ....

Special Emergency Vehicle Data bit position (0-15) ....

Special Emergency Vehicle Delay (0-999 multiples of 15 secs.)

Fire Station Special Facility SCN ....F

Maximum convoy length..

Note:

1 - Special Facility - complete SPECIAL FACILITY DATA
2 - Diversion/plan request - complete DIVERSION DATA
3 - Request for Green Wave - complete GREEN WAVE DATA
4 - CASTS request
5 - Bridge without diversion - complete SPECIAL FACILITY DATA
6 - Bridge with diversion- complete DIVERSION DATA
7 - Single vehicle VIP route
8 - Convoy VIP route
9 - Bus detection unit
10 - SIETAG bus information unit

UTCDP12 - 26/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE REQUEST DATA

Remote Request SCN ...Z 3 1 1 3 1

Description .... G W A V E R O U T E 1 1

Outstation SCN ....X 3 1 1 3 0

Outstation Data Word 1

Reply Bit Position (0-15)... 7

Remote Request Type (1-10) * 3

SPECIAL FACILITY/DIVERSION DATA ONLY

Special Facility SCN ....F

Diversion SCN ....U

Sub-Area or Controller SCN......

Plan Number (1-40) ....

Plan Timeout (0-999) ....

Inhibit Timeout (0-999) ....

Run plan whilst remote request present (Y/N)

Synchronise plan with master cycle counter (Y/N)

GREEN WAVE/VIP ROUTE DATA ONLY

Green Wave SCN ....G 3 1 1 3 1

Green Wave Route Number (1-100) 1 1

Cancel Available (Y/N) .... N

Special Emergency Vehicle Outstation SCN X

Special Emergency Vehicle Outstation data word (1-4) ....

Special Emergency Vehicle Data bit position (0-15) ....

Special Emergency Vehicle Delay (0-999 multiples of 15 secs.)

Fire Station Special Facility SCN ....F 3 1 1 3 1

Maximum convoy length...

Note:

1 - Special Facility - complete SPECIAL FACILITY DATA
2 - Diversion/plan request - complete DIVERSION DATA
3 - Request for Green Wave - complete GREEN WAVE DATA
4 - CASTS request
5 - Bridge without diversion - complete SPECIAL FACILITY DATA
6 - Bridge with diversion- complete DIVERSION DATA
7 - Single vehicle VIP route
8 - Convoy VIP route
9 - Bus detection unit
10 - SIETAG bus information unit

UTCDP12 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE REQUEST DATA

Remote Request SCN ...Z 31132

Description .... GWAVE ROUTE 2

Outstation SCN ....X 31130

Outstation Data Word 1

Reply Bit Position (0-15)... 8

Remote Request Type (1-10) * 3

SPECIAL FACILITY/DIVERSION DATA ONLY

Special Facility SCN ....F

Diversion SCN ....U

Sub-Area or Controller SCN......

Plan Number (1-40) ....

Plan Timeout (0-999) ....

Inhibit Timeout (0-999) ....

Run plan whilst remote request present (Y/N)

Synchronise plan with master cycle counter (Y/N)

GREEN WAVE/VIP ROUTE DATA ONLY

Green Wave SCN ....G 31132

Green Wave Route Number (1-100) 2

Cancel Available (Y/N) .... N

Special Emergency Vehicle Outstation SCN X

Special Emergency Vehicle Outstation data word (1-4) ....

Special Emergency Vehicle Data bit position (0-15) ....

Special Emergency Vehicle Delay (0-999 multiples of 15 secs.)

Fire Station Special Facility SCN ....F 31132

Maximum convoy length...

Note:

1 - Special Facility - complete SPECIAL FACILITY DATA
2 - Diversion/plan request - complete DIVERSION DATA
3 - Request for Green Wave - complete GREEN WAVE DATA
4 - CASTS request
5 - Bridge without diversion - complete SPECIAL FACILITY DATA
6 - Bridge with diversion- complete DIVERSION DATA
7 - Single vehicle VIP route
8 - Convoy VIP route
9 - Bus detection unit
10 - SIETAG bus information unit

UTCDP12 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE REQUEST DATA

Remote Request SCN ...Z 31133

Description .... GWAVE ROUTE 3

Outstation SCN ....X 31130

Outstation Data Word 1

Reply Bit Position (0-15)... 9

Remote Request Type (1-10) * 3

SPECIAL FACILITY/DIVERSION DATA ONLY

Special Facility SCN ....F

Diversion SCN ....U

Sub-Area or Controller SCN......

Plan Number (1-40) ....

Plan Timeout (0-999) ....

Inhibit Timeout (0-999) ....

Run plan whilst remote request present (Y/N)

Synchronise plan with master cycle counter (Y/N)

GREEN WAVE/VIP ROUTE DATA ONLY

Green Wave SCN ....G 31133

Green Wave Route Number (1-100) 3

Cancel Available (Y/N) .... N

Special Emergency Vehicle Outstation SCN X

Special Emergency Vehicle Outstation data word (1-4) ....

Special Emergency Vehicle Data bit position (0-15) ....

Special Emergency Vehicle Delay (0-999 multiples of 15 secs.)

Fire Station Special Facility SCN ....F 31133

Maximum convoy length...

Note:

1 - Special Facility - complete SPECIAL FACILITY DATA
2 - Diversion/plan request - complete DIVERSION DATA
3 - Request for Green Wave - complete GREEN WAVE DATA
4 - CASTS request
5 - Bridge without diversion - complete SPECIAL FACILITY DATA
6 - Bridge with diversion- complete DIVERSION DATA
7 - Single vehicle VIP route
8 - Convoy VIP route
9 - Bus detection unit
10 - SIETAG bus information unit

UTCDP12 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : REMOTE REQUEST FOG DETECTION DATA

Remote Request SCN ....Z 2 1 1 1 1

Description .... NASK/ANDERS FOG

Outstation SCN ....X 2 1 1 1 0

Reply Bit Position (0-15).......... 0 1

Outstation Data Word............ 4

Fog Detection Delay (1-60)...... 1 0

Fog Clearance Delay (1-60)..... 1 5

Subareas affected.................... 2 1

UTCDP12A - 02/04/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : REMOTE REQUEST USER DEFINED DATA

Remote Request SCN ....Z 21112

Description .... GOTCH GRAV. GATE

Outstation SCN ....X 21110

Outstation Data Word (1-7)...... 4

Reply Bit Position (0-15).......... 02 Alarm Message (Y/N).... N

Start Message .... GOTCH GRAVEYARD GATE OPENED

Finish Message .... GOTCH GRAVEYARD GATE CLOSED

UTCDP12B - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK DATA

Car Park SCN ....C 31111

Location .... BARNARD CASTLE

Car Park Type (0-7) * .... 4 Channel no (1-23) ....

Outstation SCN ....X 31110

Outstation data word 2

Data bit position (0-15) 0

Change down delay (0-7 mins) 2

Occupancy Stuck Timer (0-24 hr)

Car Park Capacity (5 to 9999) 300

Almost Full Inc Threshold (2 to (Capacity-2) 0 = Suppress Almost Full) 280

Almost Full Dec Threshold (1 to (AFIT - 1) 0 = Suppress Almost Full).. 250

Full Decreasing Threshold ((AFIT+1) to (Capacity-1)) 285

Full Increasing Threshold ((FDT+1) to Capacity) 290

Entrance Sign Threshold (0 to Capacity) 290

*** Note: Car Park Type**

0 - Intelligent with no 'closed bit
1 - Intelligent with a 'closed' bit
2 - Unintelligent with no 'closed' bit
3 - Unintelligent with a 'closed' bit
4 - Semi-Intelligent with a 'closed' bit
5 - Data obtained from "Pay and Display" PC
6 - Pay on Foot car park management system
7 - Data obtained from TC12 OTU handset port

UTCDP13 - 02/04/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : CAR PARK DATA

Car Park SCN C	31121
Location	HAYNARD CENTRE
Car Park Type (0-7) *	2
Channel no (1-23)	
Outstation SCN X	31120
Outstation data word	1
Data bit position (0-15)	0
Change down delay (0-7 mins)	1
Occupancy Stuck Timer (0-24 hr)	
Car Park Capacity (5 to 9999)	650
Almost Full Inc Threshold (2 to (Capacity-2) 0 = Suppress Almost Full)	580
Almost Full Dec Threshold (1 to (AFIT - 1) 0 = Suppress Almost Full)..	550
Full Decreasing Threshold ((AFIT+1) to (Capacity-1))	600
Full Increasing Threshold ((FDT+1) to Capacity)	620
Entrance Sign Threshold (0 to Capacity)	646

*** Note: Car Park Type**

0 - Intelligent with no 'closed bit
1 - Intelligent with a 'closed' bit
2 - Unintelligent with no 'closed' bit
3 - Unintelligent with a 'closed' bit
4 - Semi-intelligent with a 'closed' bit
5 - Data obtained from "Pay and Display" PC
6 - Pay on Foot car park management system
7 - Data obtained from TC12 OTU handset port

UTCDP13 - 02/04/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK DATA

Car Park SCN ....C 3 1 1 3 1

Location .... DICKINSON CPARK

Car Park Type (0-7) * .... 1 Channel no (1-23) ....

Outstation SCN ....X 3 1 1 3 0

Outstation data word 1

Data bit position (0-15) 4

Change down delay (0-7 mins) 0

Occupancy Stuck Timer (0-24 hr)

Car Park Capacity (5 to 9999) ....

Almost Full Inc Threshold (2 to (Capacity-2) 0 = Suppress Almost Full)

Almost Full Dec Threshold (1 to (AFIT - 1) 0 = Suppress Almost Full)..

Full Decreasing Threshold ((AFIT+1) to (Capacity-1)) ....

Full Increasing Threshold ((FDT+1) to Capacity) ....

Entrance Sign Threshold (0 to Capacity) ....

*** Note: Car Park Type**

0 - Intelligent with no 'closed bit
1 - Intelligent with a 'closed' bit
2 - Unintelligent with no 'closed' bit
3 - Unintelligent with a 'closed' bit
4 - Semi-intelligent with a 'closed' bit
5 - Data obtained from "Pay and Display" PC
6 - Pay on Foot car park management system
7 - Data obtained from TC12 OTU handset port

UTCDP13 - 02/04/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK DATA

Car Park SCN ....C 31211

Location .... AIRPORT CARPARK

Car Park Type (0-7) * .... 5 Channel no (1-23) ....

Outstation SCN X

Outstation data word ....

Data bit position (0-15) ....

Change down delay (0-7 mins) 0

Occupancy Stuck Timer (0-24 hr)

Car Park Capacity (5 to 9999) 1000

Almost Full Inc Threshold (2 to (Capacity-2) 0 = Suppress Almost Full) 920

Almost Full Dec Threshold (1 to (AFIT - 1) 0 = Suppress Almost Full).. 880

Full Decreasing Threshold ((AFIT+1) to (Capacity-1)) 940

Full Increasing Threshold ((FDT+1) to Capacity) 960

Entrance Sign Threshold (0 to Capacity) 990

*** Note: Car Park Type**

0 - Intelligent with no 'closed bit
1 - Intelligent with a 'closed' bit
2 - Unintelligent with no 'closed' bit
3 - Unintelligent with a 'closed' bit
4 - Semi-intelligent with a 'closed' bit
5 - Data obtained from "Pay and Display" PC
6 - Pay on Foot car park management system
7 - Data obtained from TC12 OTU handset port

UTCDP13 - 02/04/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S 1 1 1 1 1

Location .... BOSSOM BEND

Sign Type (1 - 4) 3

No. of Control Bits 3

SL Bit Available (Y/N) ...... Y

SM Bit Available (Y/N) ...... N

Outstation SCN .... X 11110

Outstation Data Word 1

Reply Indicator (Y/N) .... Y

Data Bit Number (0-15) 11

No. of Control Groups 2

Change Down Delay (0-7)

SO Bit Available/Position

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group Car Park in Group

1

SIGN TYPE 2

Group Car Parks in Group

1

2

SIGN TYPE 3

GROUP, CONTROL AND CAR PARK ALLOCATION

Group	Control Bits Spaces	Control Bits A/Full	SCNs of Car Parks in Group						
1	100	101	31121						
2	010	011	31111						
3									
4									
5									
Full	111								

UTCDP14 - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S 11142

Location .... ANSELL AVENUE

Sign Type (1 - 4) 3

No. of Control Bits 2

SL Bit Available (Y/N) ...... Y

SM Bit Available (Y/N) ...... N

Outstation SCN .... X 11140

Outstation Data Word 1

Reply Indicator (Y/N) .... Y

Data Bit Number (0-15) 13

No. of Control Groups 1

Change Down Delay (0-7)

SO Bit Available/Position

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group	Car Park in Group
1	

SIGN TYPE 2

Group	Car Parks in Group					
1						
2						

SIGN TYPE 3

GROUP, CONTROL AND CAR PARK ALLOCATION

Group	Control Bits Spaces	Control Bits A/Full	SCNs of Car Parks in Group					
1	00	01	31111	31121	31131			
2								
3								
4								
5								
Full	10							

UTCDP14 - 23/08/01- DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S 31121

Location .... DICKINSON DRIVE

		Sign Type (1 - 4)	3
No. of Control Bits	3	SL Bit Available (Y/N)	Y
SM Bit Available (Y/N)	N	Outstation SCN X	31120
Outstation Data Word	1	Reply Indicator (Y/N)	Y
Data Bit Number (0-15)	0	No. of Control Groups	3
Change Down Delay (0-7)		SO Bit Available/Position	

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group Car Park in Group

Group	Car Park in Group
1	

SIGN TYPE 2

Group Car Parks in Group

Group	Car Parks in Group					
1						
2						

SIGN TYPE 3

GROUP, CONTROL AND CAR PARK ALLOCATION

Group	Control Bits Spaces	Control Bits A/Full	SCNs of Car Parks in Group					
1	000	010	31121					
2	100	110	31131					
3	101	011	31111					
4								
5								
Full	111							

UTCDP14 - 28/08/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S 31122

Location .... MAILE MEWS EAST

Sign Type (1 - 4) 1

No. of Control Bits 1

SL Bit Available (Y/N) ......

SM Bit Available (Y/N) ......

Outstation SCN .... X 31120

Outstation Data Word 1

Reply Indicator (Y/N) .... N

Data Bit Number (0-15) 3

No. of Control Groups 1

Change Down Delay (0-7)

SO Bit Available/Position

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group Car Park in Group

1 31121

SIGN TYPE 2

Group Car Parks in Group

1

2

SIGN TYPE 3

GROUP, CONTROL AND CAR PARK ALLOCATION

Group	Control Bits Spaces	Control Bits A/Full	SCNs of Car Parks in Group
1			
2			
3			
4			
5			
Full			

UTCDP14 - 28/03/01- DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S 31123

Location .... MAICE MEWS WEST

		Sign Type (1 - 4)	2
No. of Control Bits	2	SL Bit Available (Y/N)	Y
SM Bit Available (Y/N)	N	Outstation SCN X	31120
Outstation Data Word	1	Reply Indicator (Y/N)	Y
Data Bit Number (0-15)	4	No. of Control Groups	1
Change Down Delay (0-7)		SO Bit Available/Position	

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group Car Park in Group

1

SIGN TYPE 2

Group Car Parks in Group

Group						
1	31121					
2						

SIGN TYPE 3

	Control Bits		GROUP, CONTROL AND CAR PARK ALLOCATION						
Group	Spaces	A/Full	SCNs of Car Parks in Group						
1									
2									
3									
4									
5									
Full									

UTCDP14 - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE :

FORM : APS (AUTOMATIC PLAN SELECTION)

PRIORITY

Priority (Low - High)	1	2	3	4	5	6
Plan Number (0-29)	20	21	23	22		

APS PLAN MASKS

Sub-Area [1]

Priority	Mask	Priority	Mask
[1]	V	[4]	Q
[2]	Q	[5]	
[3]	V . . Q	[6]	

APS PLAN GROUPS

Sub-Area [1 1]

	Trigger (0/1)		Detector SCNs				
Queue Group 1 (short)	1	[Q]	1111 21				
Queue Group 2 (long)		[Q]					
Occupancy Group	1	[D]	211111				
Count (vol) Group	1	[D]	211111	211112	111141		

UTCDP15 - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : DIVERSION SIGN DATA

	Diversion	Location		Outstation SCN	Diversion sign type (1-3)	No of control bits (1-8)	Outstation data word	Data bit Number (0-15)	SO Bit available (Y/N)	SO bit position	Inhibit Check Flag (Y/N)	Sign Essential Flag (Y/N)	Diversion Sign Group Number (1-3)
V	11111	AYRES ROCK	X	11110	1	1	1	14	N	0:0	N	N	0
V	11112	BOSSOM BEND	X	11110	1	1	1	15	N	0:0	N	N	0
V	11121	BURROWS B'VARD	X	11120	1	1	2	0	N	0:0	N	N	0
V	11122	CLARKE QUAY	X	11120	1	1	2	1	N	0:0	N	N	0
V			X										
V			X										
V			X										
V			X										
V			X										

UTCDP17 - 02/04/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DATA

Diversion SCN U 1 1 1 1 1

Location .... CARTER CROSSING

Group (0-3) 1

Type (0-3) 0

Delay (0-15) 0 1

Diversion Sign SCN

V 1 1 1 1 1

V 1 1 1 1 2

V

V

V

V

Notes :

Within a group there may be only one diversion of each of the types 1, 2 or 3. There may be more than one diversion of type 0.

UTCDP18 -26/09/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DATA

Diversion SCN U 11112

Location .... BEER FEST BRIDG

Group (0-3) 1

Type (0-3) 2

Delay (0-15) 0

Diversion Sign SCN

V 11121

V 11122

V 11113

V

V

V

Notes :

Within a group there may be only one diversion of each of the types 1, 2 or 3. There may be more than one diversion of type 0.

UTCDP19 - 26/03/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DATA

Diversion SCN U 1 1 1 2 1

Location .... BEER FESTIVAL

Group (0-3) 1

Type (0-3) 2

Delay (0-15) 0 1

Diversion Sign SCN

V 1 1 1 2 1

V 1 1 1 2 2

V

V

V

V

Notes :

Within a group there may be only one diversion of each of the types 1, 2 or 3. There may be more than one diversion of type 0.

UTCDP18 -26/09/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : PLAN DIVERSION RULE TABLE

Diversion Group (1 - 3) 3   Sub-Area 1:1

State (1 - 7)	Plan for day sector 1 AM peak period (0 - 30)	Plan for day sector 2 PM peak period (0 - 30)	Plan for day sector 3 OFF peak period (0 - 30)
1	1:0	1:1	1:2
2	2:0	2:1	2:2
3	2:5	2:6	2:7
4	:	:	:
5	:	:	:
6	:	:	:
7	:	:	:

Note:

Day sectors 1, 2 and 3 are defined on 'Form : Diversion Day Sectors'

UTCDP19 - 26/09/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DAY SECTORS DATA

Traffic Control Computer : TCC

Day (MO-SU)	AM Peak Time Start (0000-2359)	AM Peak Time End (0000-2359)	PM Peak Time Start (0000-2359)	PM Peak Time End (0000-2359)
MO	0700	0900	1600	1800
TU	0700	0900	1600	1800
WE	0700	0900	1600	1800
TH	0700	0900	1600	1800
FR	0700	0900	1530	1730
SA	0700	1000	1400	1600
SU	0700	0800	1400	1600

Note:

Time starts and ends should be entered in the 24-hour format, suppressing the hour:minute divisor.

e.g. time "10:23" sould be entered as "1023"

UTCDP20 - 26/08/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION PLAN SWITCHING TABLES

Traffic Control Computer : TCC [ ]   Group Number (1 - 3) [ ]

Requested State (1-7)	Cancel Time (0-15) (in 1/2 minutes)	Introduction Time (0-15) (in 1/2 minutes)
1	:2	:0
2	:2	:0
3	:2	:0
4	:2	:0
5	:	:
6	:	:
7	:	:

Note:

See "Forms Data Entry User Manual" for more details

UTCDP21 - 26/09/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DEPENDENT RULES

Traffic Control Computer : TCC [ ]   Diversion Group (1 - 3) [1]

Diversion Type (1 - 3)	New State (0-7) when current state is : 0 (000)	1 (001)	2 (010)	3 (011)	4 (100)	5 (101)	6 (110)	7 (111)
1	1	1	2	1	2	1	1	1
2	2	2	2	2	2	2	2	2
3	4	2	2	4	4	4	4	4

Note:

The new states should be entered as decimal numbers representing the required bit pattern. i.e. if the bit pattern required is "101", enter the value "5".

UTCDP22 - 26/08/96 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : WALL MAP DATA

Traffic Control Computer : TCC

	Bit Position															
	0		1		2		3		4		5		6		7	
Wall Map Word Number (1-192)	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN
1	J						J	2					J	22		
2			J	2					J	4					P	3
3					P	3 3					P	3				
4	C	3	C	3 2	C	3 3	G	3 3					G	3 32		
5			G	3 33					Q	2					U	

Note:

*ET = Equipment Type, which can be : J, P, F, D, Q, C, U, V or Z

UTCDP23 ·29/03/01 · DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 11111

Location .... CARTER CROSSING

Type .... S02 Units .... PPB

Outstation SCN .... X 11110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 01

Status Channel Indicator (0-3) 2

Alarm On Threshold 100

Alarm Off Threshold 80

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1023 Value 1023

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ..... . W 1 1 1 1 2

Location .... CARTER CROSSING

Type .... N 0 2 Units .... P P R

Outstation SCN .... X 1 1 1 1 0

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 2

Status Channel Indicator (0-3) 0

Alarm On Threshold 5 0

Alarm Off Threshold 4 0

Calibration

Sensor Output (low) .... 1 Value .... - 5 5 4

Sensor Output (high) .... 1 0 2 3 Value 2 0 0 0

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 1 1 1 1 3

Location .... CARTER X DUMMY

Type .... - - - - - Units ....

Outstation SCN .... X 1 1 1 1 0

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 3 This channel is not used but must be specified

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1 0 2 3 Value 1 0 2 3

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 1 1 1 1 4

Location .... CARTER CROSSING

Type .... CO   Units .... PPM

Outstation SCN .... X 1 1 1 1 0

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 04

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) 1   Value .... -7

Sensor Output (high) 1023   Value 120

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ..... . W 11115

Location .... CARTER CROSSING

Type .... TEMP Units .... DEG C

Outstation SCN .... X 11110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 05

Status Channel Indicator (0-3) 0

Alarm On Threshold 30

Alarm Off Threshold 20

Calibration

Sensor Output (low) .... 1 Value .... -26

Sensor Output (high) .... 1023 Value 75

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 1 1 1 2 1

Location .... CLARKE QUAY

Type .... S02 Units .... PPB

Outstation SCN .... X 1 1 1 2 0

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 1

Status Channel Indicator (0-3) 2

Alarm On Threshold 1 0 0

Alarm Off Threshold 8 0

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1 0 2 3 Value 1 0 2 3

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 11122

Location .... CLARKE QUAY

Type .... NO2   Units .... PPB

Outstation SCN .... X 11120

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 02

Status Channel Indicator (0-3) 0

Alarm On Threshold 50

Alarm Off Threshold 40

Calibration

Sensor Output (low) 1   Value .... -554

Sensor Output (high) 1023   Value 2000

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ..... . W 1 1 1 2 3

Location .... CLARKE QY DUMMY

Type .... - - - - - Units ....

Outstation SCN .... X 1 1 1 2 0

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 3 This channel is not used but must be specified

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1 0 2 3 Value 1 0 2 3

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 11124

Location .... CLARKE QUAY

Type .... CO Units .... PPM

Outstation SCN .... X 11120

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 04

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value .... -7

Sensor Output (high) .... 1023 Value 120

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 1 1 1 2 5

Location .... CLARKE QUAY

Type .... TEMP Units .... DEG C

Outstation SCN .... X 1 1 1 2 0

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 5

Status Channel Indicator (0-3) 0

Alarm On Threshold 3 0

Alarm Off Threshold 2 0

Calibration

Sensor Output (low) .... 1 Value .... -2 6

Sensor Output (high) .... 1 0 2 3 Value 7 5

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 21111

Location .... BODGER BRIDGE

Type .... S02 Units .... PPB

Outstation SCN .... X 21110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 01

Status Channel Indicator (0-3) 2

Alarm On Threshold 100

Alarm Off Threshold 80

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1023 Value 1023

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 21112

Location .... BODGER BRIDGE

Type .... N02 Units .... PPB

Outstation SCN .... X 21110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 02

Status Channel Indicator (0-3) 0

Alarm On Threshold 50

Alarm Off Threshold 40

Calibration

Sensor Output (low) .... 1 Value .... -554

Sensor Output (high) .... 1023 Value 2000

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ..... . W 21113

Location .... BODGER BR DUMMY

Type .... - - - - - Units ....

Outstation SCN .... X 21110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 03 — This channel not used but must be specified

Status Channel Indicator (0-3) 0

Alarm On Threshold ....

Alarm Off Threshold ....

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1023 Value 1023

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 21114

Location .... BODGER BRIDGE

Type .... CO Units .... PPM

Outstation SCN .... X 21110

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 04

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value .... -7

Sensor Output (high) .... 1023 Value 120

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 2 1 1 1 5

Location .... BODGER BRIDGE

Type .... TEMP Units .... DEG C

Outstation SCN .... X 2 1 1 1 0

Outstation data word 2

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 5

Status Channel Indicator (0-3) 0

Alarm On Threshold 30

Alarm Off Threshold 20

Calibration

Sensor Output (low) .... 1 Value .... -26

Sensor Output (high) .... 1023 Value 75

UTC-SENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 31111

Location .... CHIPFLD CIRCUS

Type .... S02 Units .... PPB

Outstation SCN .... X 31110

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 01

Status Channel Indicator (0-3) 2

Alarm On Threshold 100

Alarm Off Threshold 80

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1023 Value 1023

UTCSEN5 - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 31112

Location .... CHIPPCD CIRCUS

Type .... NO2 Units .... PPB

Outstation SCN .... X 31110

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 02

Status Channel Indicator (0-3) 0

Alarm On Threshold 50

Alarm Off Threshold 40

Calibration

Sensor Output (low) .... 1 Value .... -554

Sensor Output (high) .... 1023 Value 2000

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 3 1 1 1 3

Location .... CHIP CIRC DUMMY

Type .... - - - - - Units ....

Outstation SCN .... X 3 1 1 1 0

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 0 3 This channel not used but must be specified

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value 1

Sensor Output (high) .... 1 0 2 3 Value 1 0 2 3

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 31114

Location .... CHIPFLD CIRCUS

Type .... CO Units .... PPM

Outstation SCN .... X 31110

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 04

Status Channel Indicator (0-3) 0

Alarm On Threshold 0

Alarm Off Threshold 0

Calibration

Sensor Output (low) .... 1 Value .... -8

Sensor Output (high) .... 1023 Value 120

UTCSENS - 28/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ...... W 31115

Location .... CHIPFLD CIRCUS

Type .... TEMP Units .... DEG C

Outstation SCN .... X 31110

Outstation data word 3

Outstation Bit Position (0 or 8) .. 0

Sensor Channel Number (1-15) 05

Status Channel Indicator (0-3) 0

Alarm On Threshold 30

Alarm Off Threshold 20

Calibration

Sensor Output (low) .... 1 Value .... -26

Sensor Output (high) .... 1023 Value 75

UTCSENS - 26/03/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : TC12 WALL MAP PC DATA

Traffic Control Computer	PC SCN	Digital Output Board Number
1	0 1 0 0 1	1

TC12 Wall Map - 25/09/96

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SYSTEM WIDE VARIANTS

File lifetimes

- OTU monitoring files (2-14 days): 7
- Detector Data Files (2-30): 7
- Detector archive files (2-30 days): 30
- Log archive files (2-30 days): 14
- Detector summary files (2-24 weeks): 8
- Car Park Occupancy Files (2-24): 14

Maximum log OTU time (1-24 hours) ....: 12

Log hurry call messages (Y/N) ....: Y

Controller Checks
- Stage Green Tolerance (1-9 seconds) from : 1 to : 2
- Inter Green Time Tolerance (1-9 seconds) ....: 1
- Maximum Time to be used (1-19 minutes) ....: 10

Transmission faults
- No reply: Tolerance for 'no reply' (1-3 seconds) ....: 3
- No reply: Clearance time (3-60 seconds) ....: 15
- Intermittent: 1 hour tolerance of TX errors (4-99) ....: 15
- Intermittent: 1 hour Clearance limit (4-99) ....: 15
- Persistent: Tolerance of TX errors (4-15) ....: 15
- Persistent: Clearance / reset time (30-240 secs) ....: 180
- SD Bit stuck timeout period (1-24 hours) ....: 24

Upload/Download — Default Transfer mode: C — One-in-N Rate: 04

Maximum Response Time — Car park signs: 60 — Diversion signs: 040

UTCDP24 - 02/04/01

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT AREA DATA

Area Start Lag (0-15) .... :2

Area End Lag (0-15) .... :3

Set Gate Model (0-1) 0

Link Congestion Colours

No Congestion		Colour	GREEN
Light Congestion Level (1-100)	: :1	Colour	YELLOW
Medium Congestion Level (1-100)	:2:5	Colour	WHITE
Heavy Congestion Level (1-100) .	:5:0	Colour	MAGENTA
Faulty		Colour	RED

Link Green Colours

Faulty	Colour	MAGENTA

Notes:

Area Start Lag :	The normal start-up delay for traffic on all links
Area End Lag :	The normal end delay for traffic on all links
Set Gate Model :	The choice of gating model. 0 = split, 1 = queue update
Light Congestion Level :	This (plus other two levels below) is used in the picture display software to calculate the display colour for the LINK CONGESTION field (see OPERATORS MANUAL for your system).
Medium Congestion Level :	This must be less than the Heavy Congestion Level.
Heavy Congestion Level :	See above

S1:SCOOT Area - 26/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT REGION DATA

Traffic Control Computer .... TCC

Region (AA-ZZ)	PC SCN	Initial Region Cycle Time (32-240)
DD	01001	80
BB	01001	80

Note:

TCC This is automatically set to "A" for single computer systems
PC SCN Used only for systems with Telecommand 12

S2:SCOOT Region - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 11111 Region DD

Location ANSELL CARTER

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 120

Initially Forced cycling (Y/N) N

Initially Double Cycling (Y/N) ..... N

1st Removable stage (0 or 1-7) 0

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)						
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE
(J or P)

Equipment Type	Equipment SCN
J	11111

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is Identified as the field 'Node' in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION SYSTEM : DATE:

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 1:1:1:1:3 Region DD

Location ANSELL AVENUE

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 120

Initially Forced cycling (Y/N) N

Initially Double Cycling (Y/N) ..... Y

1st Removable stage (0 or 1-7) 0

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)						
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

(J or P) Equipment Type	Equipment SCN
P	1:1:1:1:3

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/02/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 11121 Region BB

Location BODGER CLARKE

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 120

Initially Forced cycling (Y/N) Y

Initially Double Cycling (Y/N) ..... N

1st Removable stage (0 or 1-7) 0

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)						
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

Equipment Type (J or P)	Equipment SCN
J	11121
J	11122

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms : SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 11141 Region DD

Location ANSELL DICKSON

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 120

Initially Forced cycling (Y/N) Y

Initially Double Cycling (Y/N) ..... N

1st Removable stage (0 or 1-7) 2

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)	N	Y	N	N	N	N
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

Equipment Type (J or P)	Equipment SCN
J	11141

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 11141 Region DD

Location ANSELL DICKSON

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 120

Initially Forced cycling (Y/N) Y

Initially Double Cycling (Y/N) ..... N

1st Removable stage (0 or 1-7) 2

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)	N	Y	N	N	N	N
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

(J or P) Equipment Type	Equipment SCN
J	11141

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N 3 1 1 3 1 Region D D

Location D I C K I N S O N D R I V E

Cyclic Fixed Time (0 or 1-63) 0

Maximum Cycle Time (32-240) .. 1 2 0

Initially Forced cycling (Y/N) N

Initially Double Cycling (Y/N) ..... Y

1st Removable stage (0 or 1-7) 0

Named Stage (1-7) 1

2nd Removable stage (0 or 1-7) 0

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)						
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

Equipment Type (J or P)	Equipment SCN
P	3 1 1 3 1

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT STAGE DATA

Node * N 11111

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	16	120	1
2	N	17	120	41

Notes:

* This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

@ Stage change times form the Initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N 11113

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	19	120	14
2	N	13	13	1

Notes:

* This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

54:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N 11121

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	16	120	1
2	N	19	120	42
3	N	17	120	61

Notes:

* This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N 1 1 1 4 1

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	20	120	1
2	4	7	40	31
3	N	14	120	41
4	N	17	17	64

Notes:

* This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N 2:1:1:1:1

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	1:7	1:2:0	: :1
2	N	1:7	1:2:0	:4:9
		:	: :	: :
		:	: :	: :
		:	: :	: :
		:	: :	: :
		:	: :	: :

Notes:

* This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N 3 1 1 3 1

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @
1	N	21	120	1
2	N	14	14	27

Notes:

* This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1 : 1 : 1 : 1 : 1 Link A

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N

Up Node Through Stage (1-7).....

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ... E

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1 : 1 : 1 : 1 : 1

UTC Stage Greens (A-H) A

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<-------- FIRST -------> Start Stage	End Stage	<-------- SECOND -------> Start Stage	End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

35/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:1:1 Link B

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E

Stopline Link .... Y/N N

Upstream Node .... N

Down Node Thru Stage (0,1-7) ... 2

Bottleneck Link .... N

UTC Equipment SCN .... J 1:1:1:1:1

Bus Equipment (J/P) ....

Bus TAG Processor SCN.......Z

Class (N/B) .... N

Stopline Uplink .... N

Up Node Through Stage (1-7).....

Main Downstream Link (0,A-Z) ... Ø

Congestion Link .... N

UTC Stage Greens (A-H) B:

Bus Detector Number ....

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<------- FIRST -------> Start Stage	End Stage	<------- SECOND -------> Start Stage	End Stage
1	1	2	1		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

556:SCOOT Link/Link Stage - 28/03/01 - SJH

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:1:1 Link E

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N 1:1:1:1:3

Up Node Through Stage (1-7)..... 1

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ... Ø

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1:1:1:1:1

UTC Stage Greens (A-H) A

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

55/6:SCOOT Link/ Lnk Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:1:1   Link D

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E
Stopline Link .... Y/N N
Upstream Node .... N
Down Node Thru Stage (0,1-7) ... 2
Bottleneck Link .... N
UTC Equipment SCN .... J 1:1:1:1:1
Bus Equipment (J/P) ....
Bus TAG Processor SCN........Z

Class (N/B) .... N
Stopline Uplink .... N
Up Node Through Stage (1-7).....
Main Downstream Link (0,A-Z) ... Ø
Congestion Link .... N
UTC Stage Greens (A-H) B:
Bus Detector Number ....
Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	2	1		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/8:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:1:3 Link E

SCOOT LINK DATA

Link Type (N/E/X/F/U)	N	Class (N/B)	N
Stopline Link Y/N	N	Stopline Uplink N	
Upstream Node N	1:1:1:1:1	Up Node Through Stage (1-7)	1
Down Node Thru Stage (0,1-7)	1	Main Downstream Link (0,A-Z)	A
Bottleneck Link N		Congestion Link N	
UTC Equipment SCN	P 1:1:1:1:3	UTC Stage Greens (A-H)	
Bus Equipment (J/P)		Bus Detector Number	
Bus TAG Processor SCN Z		Bus TAG Reader ID (0-15)	

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

SS16:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:1:3 Link G

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N 1:1:1:4:1

Up Node Through Stage (1-7)..... 1

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ... C

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... P 1:1:1:1:3

UTC Stage Greens (A-H)

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

SS/6 SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:2:1 Link E

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N
Class (N/B) .... N
Stopline Link .... Y/N N
Stopline Uplink .... N
Upstream Node .... N 1:1:1:4:1
Up Node Through Stage (1-7)..... 1
Down Node Thru Stage (0,1-7) ... 1
Main Downstream Link (0,A-Z) ... d
Bottleneck Link .... N
Congestion Link .... N
UTC Equipment SCN .... J 1:1:1:2:1
UTC Stage Greens (A-H) A
Bus Equipment (J/P) ....
Bus Detector Number ....
Bus TAG Processor SCN.......Z
Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

55/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:2:1 Link F

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N 2:1:1:1:1

Up Node Through Stage (1-7)..... 1

Down Node Thru Stage (0,1-7) ... 3

Main Downstream Link (0,A-Z) ... Ø

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1:1:1:2:1

UTC Stage Greens (A-H) C

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<------ FIRST ------> Start Stage	End Stage	<------- SECOND -------> Start Stage	End Stage
1	1	3	1		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6:SCOOT Link/ Link Stage - 28/06/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:2:1 Link G

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E
Class (N/B) .... N
Stopline Link .... Y/N N
Stopline Uplink .... N
Upstream Node .... N
Up Node Through Stage (1-7).....
Down Node Thru Stage (0,1-7) ... 3
Main Downstream Link (0,A-Z) ... Ø
Bottleneck Link .... N
Congestion Link .... N
UTC Equipment SCN .... J 1:1:1:22
UTC Stage Greens (A-H) C
Bus Equipment (J/P) ....
Bus Detector Number ....
Bus TAG Processor SCN.......Z
Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	3	1		

Note: * This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

SS/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:2:1 Link H

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E

Stopline Link .... Y/N N

Upstream Node .... N

Down Node Thru Stage (0,1-7) ... 1

Bottleneck Link .... N

UTC Equipment SCN .... J 1:1:1:2:2

Bus Equipment (J/P) ....

Bus TAG Processor SCN.......Z

Class (N/B) .... N

Stopline Uplink .... N

Up Node Through Stage (1-7).....

Main Downstream Link (0,A-Z) ...

Congestion Link .... N

UTC Stage Greens (A-H) A

Bus Detector Number ....

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/8:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:2:1 Link L

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... F

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N

Up Node Through Stage (1-7).....

Down Node Thru Stage (0,1-7) ... 2

Main Downstream Link (0,A-Z) ... Ø

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1:1:1:2:2

UTC Stage Greens (A-H) B

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	2	3		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:4:1 Link A

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N 1:1:1:1:3

Up Node Through Stage (1-7)..... 1

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ... E

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1:1:1:4:1

UTC Stage Greens (A-H) A:B

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	3		
2	1	1	3		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

SSB-SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:4:1 Link C

SCOOT LINK DATA

Link Type (N/E/X/F/U)	N	Class (N/B)	N
Stopline Link .... Y/N	N	Stopline Uplink .... N	: : : : :
Upstream Node .... N	1:1:1:2:1	Up Node Through Stage (1-7).....	1
Down Node Thru Stage (0,1-7) ...	1	Main Downstream Link (0,A-Z) ...	G
Bottleneck Link .... N	: : : :	Congestion Link .... N	: : : :
UTC Equipment SCN	J 1:1:1:4:1	UTC Stage Greens (A-H)	A: : : : : : :
Bus Equipment (J/P)	: : : :	Bus Detector Number	
Bus TAG Processor SCN.......Z	: : : :	Bus TAG Reader ID (0-15)	

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector
: : : :		
: : : :		

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<------- FIRST -------> Start Stage	End Stage	<------- SECOND -------> Start Stage	End Stage
1	1	1	2		
1	1	1	3		

Note: * This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

S5/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:4:1 Link D

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N

Up Node Through Stage (1-7).....

Down Node Thru Stage (0,1-7) ... 3

Main Downstream Link (0,A-Z) ... D

Bottleneck Link .... N

Congestion Link .... N 1:1:1:4:1 X

UTC Equipment SCN .... S 1:1:1:4:1

UTC Stage Greens (A-H) C

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	3	4		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6:SCOOT Link/Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:4:1 Link K

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... F

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N

Up Node Through Stage (1-7).....

Down Node Thru Stage (0,1-7) ... 2

Main Downstream Link (0,A-Z) ...

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 1:1:1:4:1

UTC Stage Greens (A-H) B

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<------- FIRST ------> Start Stage	End Stage	<------ SECOND -----> Start Stage	End Stage
1	1	2	3		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6:SCOOT Link/Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 1:1:1:41 Link X

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E
Stopline Link .... Y/N N
Upstream Node .... N
Down Node Thru Stage (0,1-7) ... 3
Bottleneck Link .... N
UTC Equipment SCN .... J 1:1:1:41
Bus Equipment (J/P) ....
Bus TAG Processor SCN.......Z

Class (N/B) .... N
Stopline Uplink .... N
Up Node Through Stage (1-7).....
Main Downstream Link (0,A-Z) ...
Congestion Link .... N
UTC Stage Greens (A-H) C
Bus Detector Number ....
Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	3	4		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/8:SCOOT Link/ Link Stage - 28/02/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 2:1:1:1:1 Link A

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E
Class (N/B) .... N
Stopline Link .... Y/N N
Stopline Uplink .... N
Upstream Node .... N
Up Node Through Stage (1-7).....
Down Node Thru Stage (0,1-7) ...
Main Downstream Link (0,A-Z) ... ∅
Bottleneck Link .... N
Congestion Link .... N
UTC Equipment SCN .... J 2:1:1:1:1
UTC Stage Greens (A-H) B:C
Bus Equipment (J/P) ....
Bus Detector Number ....
Bus TAG Processor SCN.......Z
Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	2	1		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/8:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 2:1:1:1:1 Link B

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... E

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N

Up Node Through Stage (1-7).....

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ...

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... J 2:1:1:1:1

UTC Stage Greens (A-H) A:C

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S3/8:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 2:1:1:1:1 Link D

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Stopline Link .... Y/N N

Upstream Node .... N 1:1:1:2:1

Down Node Thru Stage (0,1-7) ... 1

Bottleneck Link .... N

UTC Equipment SCN 3 2:1:1:1:1

Bus Equipment (J/P) ....

Bus TAG Processor SCN.......Z

Class (N/B) .... N

Stopline Uplink .... N

Up Node Through Stage (1-7)..... 3

Main Downstream Link (0,A-Z) ...

Congestion Link .... N

UTC Stage Greens (A-H) A

Bus Detector Number ....

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

SS/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N 3:1:1:3:1 Link F

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... N

Class (N/B) .... N

Stopline Link .... Y/N N

Stopline Uplink .... N

Upstream Node .... N 1:1:1:4:1

Up Node Through Stage (1-7)..... 2

Down Node Thru Stage (0,1-7) ... 1

Main Downstream Link (0,A-Z) ...

Bottleneck Link .... N

Congestion Link .... N

UTC Equipment SCN .... P 3:1:1:3:1

UTC Stage Greens (A-H)

Bus Equipment (J/P) ....

Bus Detector Number ....

Bus TAG Processor SCN.......Z

Bus TAG Reader ID (0-15) ....

SOFT LINKS

Link Used for SOFT (Y/N) N

Detectors used for SOFT

Node	Link	Detector

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	FIRST Start Stage	FIRST End Stage	SECOND Start Stage	SECOND End Stage
1	1	1	2		

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6 SCOOT Link/ Link Stage - 28/03/01 - SJ

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1 : 1 : 1 : 1 : 1 Link (A-Z) A

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	1 : 1 : 1 : 1 : 0	3	1
2	X	: : : : 0		
3	X	: : : : 0		
4	X	: : : : 0		
5	X	: : : : 0		
6	X	: : : : 0		
7	X	: : : : 0		
8	X	: : : : 0		
9	X	: : : : 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

57:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N [1:1:1:1:1] Link (A-Z) [B]

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1:1:1:1:0	3	2
2	X : : : :0		
3	X : : : :0		
4	X : : : :0		
5	X : : : :0		
6	X : : : :0		
7	X : : : :0		
8	X : : : :0		
9	X : : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N [: : : :] Link (A-Z) [ ]

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	: : : : 0	3	3
2	X	: : : : 0		
3	X	: : : : 0		
4	X	: : : : 0		
5	X	: : : : 0		
6	X	: : : : 0		
7	X	: : : : 0		
8	X	: : : : 0		
9	X	: : : : 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:1:1 Link (A-Z) D

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	1:1:1:1:0	4	0
2	X	1:1:1:1:0	4	1
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1 1 1 1 3 Link (A-Z) E

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1 1 1 1 0	4	3
2	X : : : : 0		
3	X : : : : 0		
4	X : : : : 0		
5	X : : : : 0		
6	X : : : : 0		
7	X : : : : 0		
8	X : : : : 0		
9	X : : : : 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:1:3 Link (A-Z) G

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1:1:1:4:0	2	2
2	X : : : :0		
3	X : : : :0		
4	X : : : :0		
5	X : : : :0		
6	X : : : :0		
7	X : : : :0		
8	X : : : :0		
9	X : : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

37:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1 1 1 2 1   Link (A-Z) E

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1 1 1 4 0	2	3
2	X _ _ _ _ 0		
3	X _ _ _ _ 0		
4	X _ _ _ _ 0		
5	X _ _ _ _ 0		
6	X _ _ _ _ 0		
7	X _ _ _ _ 0		
8	X _ _ _ _ 0		
9	X _ _ _ _ 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:2:1 Link (A-Z) F

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number[&] (0-3)
1	X	2:1:1:1:0	3	0
2	X	2:1:1:1:0	3	1
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:2:1 Link (A-Z) G

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1:1:1:2:0	4	0
2	X : : : :0		
3	X : : : :0		
4	X : : : :0		
5	X : : : :0		
6	X : : : :0		
7	X : : : :0		
8	X : : : :0		
9	X : : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:2:1 Link (A-Z) H

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	1:1:1:2:0	4	2
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:2:1 Link (A-Z) L

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-4)	Mask Number& (0-3)
1	X	1:1:1:2:0	4	1
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 06/10/94 - D7A

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1 1 1 4 1 Link (A-Z) A

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	1 1 1 1 0	4	2
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 1 1 1 4 1 Link (A-Z) C

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X 1 1 1 2 0	3	2
2	X 0		
3	X 0		
4	X 0		
5	X 0		
6	X 0		
7	X 0		
8	X 0		
9	X 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT DETECTOR DATA

Node * N 1 1 1 4 1 Link (A-Z) D

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number[&] (0-3)
1	X 3 1 1 3 0	1	3
2	X : : : : 0		
3	X : : : : 0		
4	X : : : : 0		
5	X : : : : 0		
6	X : : : : 0		
7	X : : : : 0		
8	X : : : : 0		
9	X : : : : 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:4:1 Link (A-Z) K

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-4)	Mask Number& (0-3)
1	X 1:1:1:4:0	2	1
2	X : : : :0		
3	X : : : :0		
4	X : : : :0		
5	X : : : :0		
6	X : : : :0		
7	X : : : :0		
8	X : : : :0		
9	X : : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7 SCOOT Detector - 06/10/94 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT DETECTOR DATA

Node * N 1:1:1:4:1 Link (A-Z) X

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-4)	Mask Number& (0-3)
1	X	3: 1:1:2:0	1	3
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7SCOOT Detector - 06/10/94 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 2:1:1:1:1   Link (A-Z) A

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	2:1:1:1:0	3	2
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

57:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT DETECTOR DATA

Node * N 2:1:1:1:1 Link (A-Z) B

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X	2:1:1:1:0	3	3
2	X	: : : :0		
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT DETECTOR DATA

Node * N 2:1:1:1:1 Link (A-Z) D

Detector Suffix (1-9)		Outstation SCN	Outstation data word (1-7)	Mask Number[&] (0-3)
1	X	1:1:1:2:0	3	0
2	X	1:1:1:2:0	3	1
3	X	: : : :0		
4	X	: : : :0		
5	X	: : : :0		
6	X	: : : :0		
7	X	: : : :0		
8	X	: : : :0		
9	X	: : : :0		

Note:

* - This field is the 'Sub-Area / Node ID' from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

37:SCOOT Detector - 29/03/01 - DTA

Siemens Traffic Controls Limited

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : SCOOT DETECTOR DATA

Node * N 3:1:1:3:1 Link (A-Z) F

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-4)	Mask Number& (0-3)
1	X 1:1:1:4:0	2	1
2	X : : : :0		
3	X : : : :0		
4	X : : : :0		
5	X : : : :0		
6	X : : : :0		
7	X : : : :0		
8	X : : : :0		
9	X : : : :0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

57:SCOOT Detector - 06/10/94 - DTA

Appendix D - Blank Data Forms

The following pages allow you to prepare data required by the UTC System prior to data entry. You are only allowed to make sufficient copies for this purpose.

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COMPUTER DEFINITION

COMPUTER AND TC12 PC DEFINITION

E/H	SCN	Description

UTCDP01 - 19/06/97 - SJN

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SUB-AREA / TRAFFIC COMPUTER

Sub-Area	Description	PC SCN (TC12 only)	Computer

Notes:

SUB-AREA : Between 01 and 99
DESCRIPTION : Any readable characters are allowed.
PCSCN : Only for systems with Telecommand 12
COMPUTER : Leave this column blank for single computer systems

UTCDP02 - 09/09/96

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : TC12 OUTSTATION DATA

PC SCN : : : :

Modem No.

Address	SCN	Location	Valid Y/N *	Control Bytes (0-3)	Reply Bytes (0-14)	Up-Download Type (N, I, F, S)
1	X 0					
2	X 0					
3	X 0					
4	X 0					
5	X 0					
6	X 0					
7	X 0					
8	X 0					

Notes:

Location : Any readable characters are allowed
* OTUs are normally set to "valid". Set to "N" if the OTU is to be configured but will not be operational immediately.

UTCDP03A - 27/03/01

SiemensTraffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : TC8 OUTSTATION DATA

SCN	Location	Valid Y/N *	Instation Address 1st	2nd	3 rd	4th
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						
X 0						

Notes:

Location : Any readable characters are allowed
* OTUs are normally set to "valid".

UTCDP03 - 09/09/96

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC8 OTU CONTROL AND REPLY WORD DATA

OTU	LOCATION	ADD	WORD	BIT NUMBER 15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																
			EQUIPMENT																
			CONTROL																
			REPLY																

UTCDP00B - 06/10/94 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : TC12 OTU CONTROL AND REPLY WORD DATA PLANNING FORM

OTU SCN X | PC SCN E | MODEM NO. | LOCATION

BIT NUMBER	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
EQUIPMENT																								
CONTROL																								
REPLY																								

BIT NUMBER	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
EQUIPMENT																
REPLY																

BIT NUMBER	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
EQUIPMENT																
REPLY																

BIT NUMBER	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
EQUIPMENT																
REPLY																

BIT NUMBER	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
EQUIPMENT																
REPLY																

BIT NUMBER	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88
EQUIPMENT																
REPLY																

BIT NUMBER	111	110	109	108	107	106	105	104
EQUIPMENT								
REPLY								

Telecom. circuit No. (for reference only)

UTCDP00D-30/03/01 - DTA

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : EQUIPMENT WORD FORMATS

Equipment Type *	Control/ Reply %	Format No. +	Bit Mnemonics @ 1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th

Notes :

* Equipment types are : J = Junction, P = Pelican

% Control/Reply : Enter 'C' or 'R'

+ Format Number : 1 to 200 (inclusive)

@ Bit Mnemonics : any bits not defined are left blank. See FORM : EQUIPMENT WORD FORMATS - DESCRIPTION OF BIT MNEMONICS for the mnemonics used.

UTCDP04 - 27/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : EQUIPMENT WORD FORMATS - DESCRIPTION OF JUNCTION BIT MNEMONICS

This form contains supplementary information for filling in - FORM : EQUIPMENT WORD FORMATS

This defines data control or reply bits and their positions in the control or reply word for the equipment type and format number. The bits are defined with the following bit mnemonics. Up to 16 minus the number of stages (i.e. a maximum 14) bit mnemonics are allowed for each format type for Telecommand 8 systems. Telecommand 12 systems can have 16 bit mnemonics.
Any bits which are not defined are left blank.

Junction Control bits:

Dn Force demand for demand-dependent stage n
DX Force all demand-dependent stages
SG Synchronise group timer
SO Solar switch override
SL Switch part-time signals
TS Synchronise the controller time
FM Assume fallback mode
LL Inhibit local link
GO Gap out
FF Assume flashing mode
GA Green wave active
TI Inhibit tram priority
AM Morning peak tram priority
PM Evening peak tram priority

Junction Reply bits:

DRn Demand-dependent stage n forced
DF Detector fault
SR Group timer synchronised
GP1 Duration of group 1
OL Part-time signals switched
LF1 Lamp failure
LF2 Red Lamp failure
LF3 Lamp failure
EV Emergency vehicle detected
CS Controller time synchronised
RR Remote reconnected
MC Manual control
CF 141 controller fault
FC Fallback mode confirmed
LC Local link inhibited
LO Lamps off
SD Pseudo demand
HC Hurry call
FR Controller in flashing mode
PI Pedestrian stage inhibited

Junction Reply bits (continued):

TF Maintenance Test facility active
DC Dimming Confirm
SB Solar Bright Confirm
BF Battery failure
BD1 Bus demand 1
BD2 Bus demand 2
BD3 Bus demand 3
BD4 Bus demand 4
EC Bus extension confirm
TP Controller has given tram priority
TLF Tram phase lamp fail
TCF Tram controller failure

UTCDP04A – 21/08/03 JRHA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : EQUIPMENT WORD FORMATS - DESCRIPTION OF PELICAN BIT MNEMONICS

This form contains supplementary information for filling in - FORM : EQUIPMENT WORD FORMATS

This defines data control or reply bits and their positions in the control or reply word for the equipment type and format number. The bits are defined with the following bit mnemonics. Up to 16 minus the number of stages (i.e. a maximum 14) bit mnemonics are allowed for each format type for Telecommand 8 systems. Telecommand 12 systems can have 16 bit mnemonics.
Any bits which are not defined are left blank.

Pelican Control bits:

PX Pedestrian demand
PV Hold vehicle stage
SL Switch Part-time signals
SO Solar switch override
TS Synchronise controller time

Pelican Reply bits:

GX Green confirm
EV Emergency vehicle detected
DF Detector fault
LF1 Lamp failure
LF2 Lamp failure
LF3 Lamp failure
RR Remote reconnect
WC Wait confirm
HC Hurry call
LO Lamps off
OL Part-time signals switched
TF Maintenance test facility active

Pelican Reply bits (continued):

BF Battery failure BF Battery failure
BD1 Bus demand 1
BD2 Bus demand 2
SB Solar bright
PC Pedestrian confirm. Green man
CS Controller time synchronised
CF Controller fault

UTCDP04A – 21/8/03 JRHA

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : JUNCTION DATA

Junction J

Location

Controller Type *

Outstation SCN X

Outstation data word……........

Signal Stuck Inhibit (Y/N) & ....

Link List Number (0-99) ....

Slave Controller (Y/N) ....

SL Bit meaning (0/1) ....

Format Type (1-200) £ ....

Number of Stages (2-8) ....

F1/G1 Bit Position (0-14) ....

Data Bit Position (0-15) ....

RTC Synchronisation Time @.........

Group Timer (Y/N) ? ....

Secondary Test Stage 1st/2nd…......

Fallback Time, NSBT or NSNT

Fallback Time Begins (secs) ....

Test Flag (0-2) $ ....

Delay to intergreen (0-31)...............

Day of week checking .(Y/N) ...

Smooth Plan Updates (Y/N)............

HC Suspend checks time (secs) .

Road Greens %.......................Main

Road Greens %....................... Side

Max. Green Cyclic Check Sequence

Cyclic Check Sequence ....

Non-Cyclic Check Sequence...........

Notes :

* -	For information only
& -	Y = Do not check for signals stuck. e.g. a controller with only one non-demand-dependent stage
£ -	See "EQUIPMENT WORD FORMATS" form
@ -	Enter as a time value using the 24:00 clock, without the colon. e.g. 12:30 is entered as 1230
% -	Only needed if a wall map exists for this system
$ -	0 = Do not execute fallback tests (maximum green times) 1 = Do tests for both operator and timetable controller checks 2 = Do tests only for timetable controller checks

UTCDP05-27/03/01

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : JUNCTION TIMINGS DATA

Junction SCN J

Stage	Dem Dep (Y/N)	Minimum Time (0 - 68)	Maximum Time (0 - 127)	Intergreen from stage in left hand column to here (XXX = illegal transition) A	B	C	D	E	F	G	H
A				XXX							
B					XXX						
C						XXX					
D							XXX				
E								XXX			
F									XXX		
G										XXX	
H											XXX

UPPER TIMINGS - Only necessary if upper and lower values are used

Stage	Minimum Time (0 - 68)	Maximum Time (0 - 127)	Maximum intergreen value. Only fill this in if intergreen is variable (XXX = illegal transition) A	B	C	D	E	F	G	H
A			XXX							
B				XXX						
C					XXX					
D						XXX				
E							XXX			
F								XXX		
G									XXX	
H										XXX

UTCDP06 - 26/09/96

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : PLAN TYPE DATA

Plan Number	Plan Type (0-1) *	Plan Number	Plan Type (0-1) *
01		21	
02		22	
03		23	
04		24	
05		25	
06		26	
07		27	
08		28	
09		29	
10		30	
11		31	
12		32	
13		33	
14		34	
15		35	
16		36	
17		37	
18		38	
19		39	
20		40	

Notes:

* Plan Type = 0 : Plan is unrestricted
1 : Plan may be called for all sub-areas by timetable only. i.e. operator may not implement it)

UTCDP15 -28/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : PELICAN DATA

	Pelican SCN	Location	Oustation SCN	Outstation data word	Data format type (1 - 100)	Outstation bit position (0 - 15)	Lower not green to vehicles time (0 - 63)	Upper not green to vehicles time (LNotGX - 63)	Lower pedestrian green time (0 - 63)	Upper pedestrian green time (LPedGrn - 63)	Minimum green to vehicles time (0 - 127)	Linked list number (0 - 99)	Slave controller (Y/N)
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													
P													

UTCDP07 - 27/03/01

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : COUNT DETECTOR DATA

Counting Detector SCN ...... D

Location ....

Format type (0-7) ....

Outstation SCN X

Outstation data word ....

Outstation Bit Position (0-15) ....

DF Bit Position (0-15/99) ....

VL Bit Present (Y/N) ....

Scale Factor (1-128) ....

1 minute Count Threshold (0-99)

Up/Down Threshold (0-9) ....

Car Park Indicator (0-5) ....

Car Park SCN C

Car Park Queueing Time

1 Upper Limit Time

2 Upper Limit Time

3 Upper Limit Time

4 Upper Limit Time

Occupancy Detector Data Only

Up Threshold (0-99) ....

Down Threshold (0-UT)..........

Smoothing Factor (0-99%) ....

RMS Link Data Only

OMUSCN .... Y

Detector Number (1-64).........

Data Position (1-16)...............

UTCDP09 - 28/03/01

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : QUEUE DETECTOR DATA

	Queue Detector	Location	Outstation SCN	Outstation data word	Group Number (0-10)	Queue Fault Cancel Delay (2-127 sec)	Outstation Bit Position (0-15)	Queue Detector Plan Alarm Inhibit. Fill in plan numbers to be inhibited
Q								
Q								
Q								
Q								
Q								
Q								
Q								
Q								
Q								
Q								

UTCDP08 - 02/04/01

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SPECIAL FACILITY DATA

Special Facility SCN F [: : : :]

Location [: : : : : : : : : : : : : :]

Type (1/2) [ ]

RR Bit Present (Y/N) [ ]

Oustation SCN [: : : :]

Outstation Data Word [ ]

Confirm Bit Present (Y/N) [ ]

Outstation Bit Position (0-15) [:]

Link List Number (0-99) [:]

Link List Master? (Y/N) [ ]

Type 2 (Enable by Plan) Special Facilities

Junction/Pelican (J/P) [ ] SCN [: : : :]

Enable by Plan [ ]

Enable by Translation Plan [ ]

UTCDP10 - 25/09/96

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : GREEN WAVE DATA

	Green Wave SCN	Description
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		
G		

UTCDP11- 25/09/96

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : CAR PARK DATA

Car Park SCN C

Location ....

Car Park Type (0-7) * .... Channel no (1-23) ………...

Outstation SCN X

Outstation data word ……........

Data bit position (0-15) ....

Change down delay (0-7 mins)

Occupancy Stuck Timer (0-24 hr)

Car Park Capacity (5 to 9999) ....

Almost Full Inc Threshold (2 to (Capacity-2) 0 = Suppress Almost Full)

Almost Full Dec Threshold (1 to (AFIT - 1) 0 = Suppress Almost Full)..

Full Decreasing Threshold ((AFIT+1) to (Capacity-1)) ....

Full Increasing Threshold ((FDT+1) to Capacity) ....

Entrance Sign Threshold (0 to Capacity) ....

*** Note: Car Park Type**

0 - Intelligent with no 'closed bit
1 - Intelligent with a 'closed' bit
2 - Unintelligent with no 'closed' bit
3 - Unintelligent with a 'closed' bit
4 - Semi-intelligent with a 'closed' bit
5 - Data obtained from “Pay and Display” PC
6 - Pay on Foot car park management system
7 - Data obtained from TC12 OTU handset port

UTCDP13 - 02/04/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : CAR PARK SIGN DATA

Car Park SignSCN .... S

Location ....

Sign Type (1 - 4) ....

No. of Control Bits ....

SL Bit Available (Y/N) ......

SM Bit Available (Y/N) ......

Outstation SCN X

Outstation Data Word ....

Reply Indicator (Y/N) ....

Data Bit Number (0-15) .....

No. of Control Groups ......

Change Down Delay (0-7)

SO Bit Available/Position

CAR PARK SIGN GROUPS

SIGN TYPE 1

Group Car Park in Group

1

SIGN TYPE 2

Group Car Parks in Group

1

2

SIGN TYPE 3

GROUP, CONTROL AND CAR PARK ALLOCATION

Group	Control Bits Spaces	Control Bits A/Full	SCNs of Car Parks in Group							
1										
2										
3										
4										
5										
Full										

UTCDP14 - 28/03/01- DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : ANALOGUE SENSOR DATA

Analogue Sensor SCN ..... . W [: : : :]

Location .... [: : : : : : : : : : : : : :]

Type .... [: : : :] Units .... [: : : :]

Outstation SCN .... X [: : : :]

Outstation data word .... [ ]

Outstation Bit Position (0 or 8) .. [ ]

Sensor Channel Number (1-15) [:]

Status Channel Indicator (0-3) [ ]

Alarm On Threshold .... [: : : :]

Alarm Off Threshold .... [: : : :]

Calibration

Sensor Output (low) .... [: : :] Value .... [: : : :]

Sensor Output (high) .... [: : :] Value .... [: : : :]

UTCSENS - 28/03/01

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : ANALOGUE SENSOR GROUP DEFINITIONS

Analogue Sensor Group [: :]   Traffic Control Computer TCC [ ]

Analogue Sensor SCN

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

W [: : : :]

UTCSENSG - 13/08/97

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : DIVERSION SIGN DATA

	Diversion	Location		Outstation SCN	Diversion sign type (1-3)	No of control bits (1-8)	Outstation data word	Data bit Number (0-15)	SO Bit available (Y/N)	SO bit position	Inhibit Check Flag (Y/N)	Sign Essential Flag (Y/N)	Diversion Sign Group Number (1-3)
V			X										
V			X										
V			X										
V			X										
V			X										
V			X										
V			X										
V			X										
V			X										

UTCDP17 - 02/04/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : DIVERSION SIGN ASPECT DATA

	Diversion	Location	Aspect (0-254)	Text
V				
V				
V				
V				
V				
V				
V				
V				
V				

UTCDP17A - 30/03/01 - RSD

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DATA

Diversion SCN U

Location ....

Group (0-3)

Type (0-3) ....

Delay (0-15)

Diversion Sign SCN

V

V

V

V

V

V

Notes :

Within a group there may be only one diversion of each of the types 1, 2 or 3. There may be more than one diversion of type 0.

UTCDP18 -26/09/96 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION

SYSTEM :

DATE :

FORM : RIPPLE DIVERSION SIGN DATA

Diversion	Location	Type	Delay (0-999)	Aspect (0-254)	Necessary (0/1)
V					
V					
V					
V					
V					
V					
V					
V					
V					

UTCDP17B - 30/03/01 - RSD

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : PLAN DIVERSION RULE TABLE

Diversion Group (1 - 3) [ ] Sub-Area [:]

State (1 - 7)	Plan for day sector 1 AM peak period (0 - 30)	Plan for day sector 2 PM peak period (0 - 30)	Plan for day sector 3 OFF peak period (0 - 30)
1	:	:	:
2	:	:	:
3	:	:	:
4	:	:	:
5	:	:	:
6	:	:	:
7	:	:	:

Note:

Day sectors 1, 2 and 3 are defined on "Form : Diversion Day Sectors"

UTCDP19 - 26/09/96 - DTA

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : DIVERSION DAY SECTORS DATA

Traffic Control Computer : TCC

Day (MO-SU)	AM Peak Time Start (0000-2359)	AM Peak Time End (0000-2359)	PM Peak Time Start (0000-2359)	PM Peak Time End (0000-2359)
MO				
TU				
WE				
TH				
FR				
SA				
SU				

Note:

Time starts and ends should be entered in the 24-hour format, suppressing the hour:minute divisor.

e.g. time "10:23" sould be entered as "1023"

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : DIVERSION PLAN SWITCHING TABLES

Traffic Control Computer : TCC ☐ Group Number (1 - 3) ☐

Requested State (1-7)	Cancel Time (0-15) (in 1/2 minutes)	Introduction Time (0-15) (in 1/2 minutes)
1	:	:
2	:	:
3	:	:
4	:	:
5	:	:
6	:	:
7	:	:

Note:

See "Forms Data Entry User Manual" for more details

UTCDP21 - 26/09/96 - DTA

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : DIVERSION DEPENDENT RULES

Traffic Control Computer : TCC ☐ Diversion Group (1 - 3) ☐

Diversion Type (1 - 3)	New State (0-7) when current state is : 0 (000)	1 (001)	2 (010)	3 (011)	4 (100)	5 (101)	6 (110)	7 (111)
1								
2								
3								

Note:

The new states should be entered as decimal numbers representing the required bit pattern. i.e. if the bit pattern required is "101", enter the value "5".

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE REQUEST DATA

Remote Request SCN ...Z

Description ....

Outstation SCN X

Outstation Data Word

Reply Bit Position (0-15)...

Remote Request Type (1-10) *

SPECIAL FACILITY/DIVERSION DATA ONLY

Special Facility SCN ....F

Diversion SCN ....U

Sub-Area or Controller SCN......

Plan Timeout (0-999) ....

Plan Number (1-40) ....

Inhibit Timeout (0-999) ....

Run plan whilst remote request present (Y/N)

Synchronise plan with master cycle counter (Y/N)

GREEN WAVE/VIP ROUTE DATA ONLY

Green Wave SCN ....G

Green Wave Route Number (1-100) ....

Cancel Available (Y/N) ....

Special Emergency Vehicle Outstation SCN X

Special Emergency Vehicle Outstation data word (1-4) ....

Special Emergency Vehicle Data bit position (0-15) ....

Special Emergency Vehicle Delay (0-999 multiples of 15 secs.)

Fire Station Special Facility SCN ....F

Maximum convoy length……………………………………………

Note:

1 - Special Facility - complete SPECIAL FACILITY DATA
2 - Diversion/plan request - complete DIVERSION DATA
3 - Request for Green Wave - complete GREEN WAVE DATA
4 - CASTS request
5 - Bridge without diversion - complete SPECIAL FACILITY DATA
6 - Bridge with diversion- complete DIVERSION DATA
7 - Single vehicle VIP route
8 - Convoy VIP route
9 - Bus detection unit
10 - SIETAG bus information unit

UTCDP12 - 28/03/01

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : REMOTE REQUEST USER DEFINED DATA

Remote Request SCN ....Z

Description ....

Outstation SCN X

Outstation Data Word (1-7)......

Reply Bit Position (0-15).......... Alarm Message (Y/N)....

Start Message ....

Finish Message ....

UTCDP12B - 29/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : REMOTE REQUEST FOG DETECTION DATA

Remote Request SCN ....Z

Description ....

Outstation SCN X

Reply Bit Position (0-15)..........

Outstation Data Word…….......

Fog Detection Delay (1-60)......

Fog Clearance Delay (1-60).....

Subareas affected...................

UTCDP12A - 02/04/01

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : APS (AUTOMATIC PLAN SELECTION)

PRIORITY

Priority (Low - High)	1	2	3	4	5	6
Plan Number (0-29)						

APS PLAN MASKS

Sub-Area

Priority	Mask	Priority	Mask
[1]		[4]	
[2]		[5]	
[3]		[6]	

APS PLAN GROUPS

Sub-Area

	Trigger (0/1)		Detector SCNs				
Queue Group 1 (short)		[Q]					
Queue Group 2 (long)		[Q]					
Occupancy Group		[D]					
Count (vol) Group		[D]					

UTCDP16 - 28/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION	SYSTEM :	DATE:

FORM : TC12 WALL MAP PC DATA

Traffic Control Computer	PC SCN	Digital Output Board Number

TC12 Wall Map - 26/09/96

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE :**

FORM : WALL MAP DATA

Traffic Control Computer : TCC

	Bit Position 0		1		2		3		4		5		6		7	
Wall Map Word Number (1-192)	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN	ET*	SCN

Note:

*ET = Equipment Type, which can be : J, P, F, D, Q, C, U, V or Z

UTCDP23 -29/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SYSTEM WIDE VARIANTS

File lifetimes

OTU monitoring files (2-14 days) [:]

Detector archive files (2-30 days) [:]

Detector summary files (2-24 weeks) [:]

Detector Data Files (2-30) [:]

Log archive files (2-30 days) [:]

Car Park Occupancy Files (2-24) [:]

Maximum log OTU time (1-24 hours) .... [:]

Log hurry call messages (Y/N) .... [ ]

Controller Checks

- Stage Green Tolerance (1-9 seconds) from : [ ] to : [ ]
- Inter Green Time Tolerance (1-9 seconds) .... [ ]
- Maximum Time to be used (1-19 minutes) .... [:]

Transmission faults

- No reply: Tolerance for 'no reply' (1-3 seconds) .... [ ]
- No reply: Clearance time (3-60 seconds) .... [:]
- Intermittent: 1 hour tolerance of TX errors (4-99) .... [:]
- Intermittent: 1 hour Clearance limit (4-99) .... [:]
- Persistent: Tolerance of TX errors (4-15) .... [:]
- Persistent: Clearance / reset time (30-240 secs) .... [: :]
- SD Bit stuck timeout period (1-24 hours) .... [:]

Upload/Download Default Transfer mode [ ] One-in-N Rate [:]

Maximum Response Time Car park signs [:] Diversion signs [: :]

UTCDP24 - 02/04/01

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : REMOTE MONITORING OUTSTATION DATA

OMU SCN	Location
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	
Y	

UTCOMU - 26/09/96

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT AREA DATA

Area Start Lag (0-15)……………….. [:]

Area End Lag (0-15) ……………….. [:]

Set Gate Model (0-1)……………….. [ ]

Link Congestion Colours

No Congestion		Colour	
Light Congestion Level (1-100)…	[: :]	Colour	
Medium Congestion Level (1-100)	[: :]	Colour	
Heavy Congestion Level (1-100).	[: :]	Colour	
Faulty		Colour	

Link Green Colours

Faulty	Colour	

Notes:

Area Start Lag:	The normal start-up delay for traffic on all links
Area End Lag	The normal end delay for traffic on all links
Set Gate Model	The choice of gating model. 0=split, 1=queue update
Light Congestion Level	This (plus the other 2 levels below) is used in the picture display software to calculate the display colour for the LINK CONGESTION field for your System.
Medium Congestion Level	This must be less than the Heavy Congestion Level and more than the Light Congestion Level
Heavy Congestion Level	See above.

S1AREA 09/11/01 JRHA

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT REGION DATA

Traffic Control Computer .... TCC

Region (AA-ZZ)	PC SCN	Initial Region Cycle Time (32-240)

Note:

TCC This is automatically set to "A" for single computer systems

PC SCN Used only for systems with Telecommand 12

S2:SCOOT Region - 28/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT NODE DATA

Sub-Area / Node ID* N [: : : :] Region [:]

Location [: : : : : : : : : : : : : :]

Cyclic Fixed Time (0 or 1-63) [: :]

Maximum Cycle Time (32-240) .. [: :]

Initially Forced cycling (Y/N) [ ]

Initially Double Cycling (Y/N) ..... [ ]

1st Removable stage (0 or 1-7) [ ]

Named Stage (1-7) .... [ ]

2nd Removable stage (0 or 1-7) [ ]

	1	2	3	4	5	6
Removable stage 1 removed in translation plan (Y/N)						
Removable stage 2 removed in translation plan (Y/N)						

SCOOT EQUIPMENT ON NODE TYPE

Equipment Type (J or P)	Equipment SCN
[ ]	[: : : :]
[ ]	[: : : :]
[ ]	[: : : :]
[ ]	[: : : :]

Notes:
* Sub-Area / Node ID is composed of the two digits of the sub-area plus three digits of the Node Identification number. This is identified as the field "Node" in the following SCOOT forms :
SCOOT STAGE DATA, SCOOT LINK/SCOOT LINK STAGE DATA, SCOOT DETECTOR DATA

S3:SCOOT Node - 28/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT STAGE DATA

Node * N

Stage (1-7)	Named / Removable (N/R)	Minimum Stage Length (7-63)	Maximum Stage Length (min-240)	Stage Change time (0-240) @

Notes:

* This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

@ Stage change times form the initial SCOOT stage lengths on start-up. Therefore sensible values should be used. After commissioning these will be superseded by timetable commands.

S4:SCOOT Stage - 28/03/01 - DTA

Siemens Traffic Controls

UTC DATA PREPARATION | **SYSTEM :** | **DATE:**

FORM : SCOOT LINK / LINK STAGE DATA

Node* N [: : : :] Link [ ]

SCOOT LINK DATA

Link Type (N/E/X/F/U) .... [ ]

Class (N/B) .... [ ]

Stopline Link ....…..…. Y/N [ ]

Stopline Uplink .... N [: : : : :] [ ]

Upstream Node .... N [: : : :]

Up Node Through Stage (1-7)….. [ ]

Down Node Thru Stage (0,1-7) ... [ ]

Main Downstream Link (0,A-Z) ... [ ]

Bottleneck Link .... N [: : : : :] [ ]

Congestion Link .... N [: : : : :] [ ]

UTC Equipment SCN .... [ ] [: : : :]

UTC Stage Greens (A-H) [: : : : : : :]

Bus Equipment (J/P) .... [: : : :]

Bus Detector Number .... [ ]

Bus TAG Processor SCN…….Z [: : : :]

Bus TAG Reader ID (0-15) .... [ ]

SOFT LINKS

Link Used for SOFT (Y/N) [ ]

Detectors used for SOFT

Node	Link	Detector
[: : : :]	[ ]	[ ]
[: : : :]	[ ]	[ ]

SCOOT LINK STAGE DATA

Translation Plan (1 - 6)	Greens (1 - 2)	<-------- FIRST -------> Start Stage	End Stage	<------- SECOND -------> Start Stage	End Stage
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

Note: * This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

S5/6:SCOOT Link/ Link Stage - 28/03/01 - SJN

Siemens Traffic Controls

UTC DATA PREPARATION | SYSTEM : | DATE:

FORM : SCOOT DETECTOR DATA

Node * N [: : : :] Link (A-Z) [ ]

Detector Suffix (1-9)	Outstation SCN	Outstation data word (1-7)	Mask Number& (0-3)
1	X : : : : 0		
2	X : : : : 0		
3	X : : : : 0		
4	X : : : : 0		
5	X : : : : 0		
6	X : : : : 0		
7	X : : : : 0		
8	X : : : : 0		
9	X : : : : 0		

Note:

* - This field is the "Sub-Area / Node ID" from form SCOOT NODE DATA

& - Mask Number
0 - Bits 0 to 3
1 - Bits 4 to 7
2 - Bits 8 to 11
3 - Bits 12 to 15

S7:SCOOT Detector - 29/03/01 - DTA