STM

Urban Traffic Control

Features:

- STM offers an alternative to current UTC facilities
- Deterministic traffic control algorithm – events may be reviewed, repeated, measured and optimised
- User configuration of the control algorithm allows optimisation of traffic flows to any set of accessible target parameters
- Does not require second by second control
- Reduced communication costs
- Real time interface for viewing current traffic data
- Allows off line development
- Runs with standard simulation packages
- Interfaces to existing client communications structure
- Operates in a UTMC environment
- Can be used within a TCAM communications structure
- Libraries of plans, rules and solutions may be shared between users
- May be interfaced to vehicle location systems, air quality monitoring, or other systems, to optimise traffic performance for dedicated and mixed requirements
- STM is a versatile user configured tool for setting up, simulating, operating and reviewing time plans, for the control of groups of traffic signals, typically in an urban area

STM operates by only transmitting revisions to the time plans of junctions when they are needed.

It holds a library of time plans and depending on the status of detector inputs and other information from the street, it selects the most suitable new plan to achieve the desired objectives and transmits this to a junction or group of junctions.

Strategic Traffic Management operates at any level, from a basic fixed time arrangement, up to making plan adaptations on a cycle by cycle basis, or even where required within the cycle. Users can import their fixed time plan UTC into STM and then evolve additional plans and algorithms, as demand changes.

Adoption of STM does not require changes to the communication infrastructure. However, the reduction in communications, does offer opportunities for reduced expenditure on communications. New plans are downloaded to junction controllers and data returned from them, as required and by the standard interfaces and communication architectures.

The algorithm at the heart of STM is userconfigurable,using a dedicated traffic engineering language. This allows the traffic flows to be optimised to any requirement that the user chooses to prioritise. Junctions can be grouped into areas and zones and treated as a whole, or where required, individual junctions can be tuned.

The user is provided with a graphical user interface, which allows real time monitoring of the status of the traffic network.

New plans and algorithms can be generated with an off line development tool, that can use real data logs to test their performance.

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A simulator interface allows simulators to be connected to the STM, to verify acceptable operation.

The STM tool also accepts data from AVL systems, according to proprietary and RTIG standard formats. This allows prioritisation of public service vehicles through the urban network, according to their level of priority and degree of lateness.

STM facilities are under constant development and new facilities over and above those described, may also be available.

We encourage you to register your interest in this product with us, so that we can advise you of changes and improvements, as they are released. Please use any of the contacts given below, to learn more about this and any of our other products.

Please contact TSEU with your specific needs, as these may already be incorporated.

At the time of printing, not all the above facilities are available – please check.

Ordering Information:
STM can be supplied through your normal equipment suppliers.

Training and system configuration and support are available at the time of purchase and subsequently.

Please contact the Sales Department for further details or enquiries about our product range.