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Loading TTS data into UKPMS Frequently Asked Questions

This document has been compiled by TRL (the TTS Auditor) to provide a general response to a number of the queries we have received from Local Authorities whilst loading TTS data into UKPMS.

The aim is to ensure that any problems or solutions are shared, hopefully reducing the time taken to successfully load TTS data into UKPMS.

Q1 Incorrectly marked sections (CR1 sections on Dual Carriageways, slip roads or One way sections, for example).

TTS surveys are directional, thus all delivered HMDIF files should contain only CL1 sections (unless a Lane 2 survey has been requested). Refer to your data supplier if they do not. The process of fitting the survey data to the network is then carried out by UKPMS.

Q2 Duplicate sections (more than one set of data for a particular section).

There may be occasions that the survey vehicle will cover the same section of road twice. The data with the latest survey date should be used. You can remove the duplicate data using a text editor. This can be done by your data supplier.

Q3 Missing data, roads missing.

Data is not supplied for roundabouts. Check that the section is not a roundabout. There should be a data coverage report supplied with your data. This should list all lengths for which data is missing and why (roadworks, parked cars, not suitable for TTS survey, unable to locate).

Q4 Variable resolution in delivered values (the number of decimal places varies).

This should not occur. Contact your data provider.

Q5 Sections expected to be 10m, but are not.

This can occur for a number of reasons. For example, where a section is not a round 10m length (556m for example) the last length in that section may be reported as a remainder (6m in this case). This will then be followed by a length to make up the full 10m (i.e. 4m) at the beginning of the next section (14m, 24m etc. thereafter). However, all UKPMS databases should be able to cater for sections that are not 10m in length. Contact your UKPMS developer for further details.

Q6 End chainage less than start chainage.

This should not occur. Contact your data provider.

Q7 Negative chainages.

This should not occur. Contact your data provider.

Q8 Blank lines in HMDIF's.

This should not occur. Contact your data provider.

If you have any additions or particular solutions you think should be included, please contact either myself or Stacy Smith, the Northern England TTS Auditor.

Craig Thomas
Southern England TTS Auditor