

Transmission of **Autotext** Route Information from ***** AbHaulier ***** to ***** ABLOADS *****

General

From version 2.1 onwards, Cascade's ***** AbHaulier ***** abnormal loads notification management package for hauliers can send **Autotext** data within its standard notification faxes. This data can be read and entered automatically by version 2.9 or later of Cascade's ***** ABLOADS ***** abnormal loads notification management and bridge checking package for bridge authorities. The greater the take up of both packages by the industry, the greater the benefits, initially mainly to bridge authorities but in due course, as data management becomes simpler, to both parties.

Initially, because of the obvious difficulties in the automatic interpretation of abnormal loads operators' routeing information, route data has been transmitted by ***** AbHaulier ***** but not entered automatically by ***** ABLOADS *****. Now routines have been added to ***** ABLOADS ***** to enable automatic input of route data in most cases, depending on its quality. By providing information on the criteria incorporated in these routines, it is hoped that users of ***** AbHaulier ***** will be persuaded to format their route data carefully, and users of ***** ABLOADS ***** to compile their standard routes in a manner that maximises automatic route selection.

Entering route details in ***** AbHaulier *****

This section is principally directed at abnormal load operators using ***** AbHaulier *****.

Routeing information in ***** AbHaulier ***** is entered in the Routes display in sets of three items of information, each set clearly defining one leg of the route.

However, the most important routeing information provided by ***** AbHaulier ***** is not entered in the Routes display. The **start** of the route is entered in the origin street and town boxes, and the **end** of the route in the destination street and town boxes. These entries are critical to interpreting route information and selecting routes in ***** ABLOADS *****, and the utmost care should be taken to ensure consistency and correctness of these entries. Particularly, the town box entries should contain just that – the origin or destination village, town or city. Not the street, not the county, not the postcode – **the town**.

Also of importance is the notification reference number. For amended notifications this will refer back to an earlier notification with the same reference. For new notifications this number will be new and unique. If the notification is an amendment, and the amendment includes an amended

route, then ***** AbHaulier ***** will also provide an entry in the Comments box which will be transmitted to the effect that ‘... the route details have been amended ...’. This entry should **not** be omitted, because ***** ABLOADS ***** needs to know automatically whether or not the notification contains an amended route.

The detailed route information in ***** AbHaulier ***** is entered in rows in the three columns of the Routes display. It is not necessary to make an entry in every column of every set, although it is desirable to do so if the information is available.

	instr'n	road no	road name / details
	TL	A249	at junction 7
	SO	A249	over M2
▶	Cont		to Docks
	TL	A229	to M2
	TR	M2	junction 2
	TR	M2	to junction 4
	TL	A278	Hoath Way
	TL		Amberley Way
	*		

Column 1 of the Routes display is intended to contain just a simple abbreviated instruction. Each box in this column has a dropdown list of instructions which over the years have become industry standard, eg ‘TL’ – turn left, ‘SO’ – straight on, etc. In column 1, use these abbreviated instructions supplied in the dropdown as far as possible. ***** ABLOADS ***** is programmed to recognise these and will utilise them sometimes to help in standard route selection. Tell Cascade if you think we have missed any, and we will add them in.

Column 2 contains the most important routeing information, the road classification number, eg M62, A303, B3128. This is the key item for any route data transmission. Indeed, many abnormal load operators today will just send a list of road classification numbers as the route. More often than not, it will be these road classification numbers that ***** ABLOADS ***** will utilise to check a route or to select an approximate route. In column 2, therefore, enter carefully the exact road classification number if it is a motorway, trunk road, ‘A’ or ‘B’ road. Do **not** add ‘(T)’ to trunk roads. Do not leave a space between the letter and the number. If the road is unclassified, or the number is just not known, the entry should be left blank. **Nothing else** should be entered in column 2 – only a road classification number. This classification number is the principal source of route information for ***** ABLOADS *****, unless it can match the origin and destination with an earlier notification or standard route.

Finally, column 3 provides additional informatory data, the actual road name, or perhaps some other helpful information. In column 3, enter (carefully and spelt correctly) the name of the road if known. ***** ABLOADS ***** may use a road name as a confirmation. Other information may be added in here, mainly to help your driver find his way. Generally information other than road names will be ignored by ***** ABLOADS *****.

Saving standard routes in ***** ABLOADS *****

The next two sections are principally directed at bridge authorities using ***** ABLOADS *****.

In interpreting route data transmitted from ***** ABLOADS ***** by **Autotext**, the program relies heavily on comparing the data with standard routes that the program operator has saved in the past. These saved standard routes should fall into two different categories. Firstly, there should be a complete set of single road standard routes covering the main classified roads in the area, and it is this category which is the most important to route interpretation. The second category will comprise specific routes regularly used by abnormal load operators, made up of a number of different roads.

From version 2.9.3 onwards, ***** ABLOADS ***** contains a new Standard Report No 401, 'Road classification numbers', accessed through the menu item 'Print/Reports', which lists every 'M', 'A' and 'B' road found in the Gazetteer, which should be every 'M', 'A' and 'B' road in the area. Ideally, **every one of these roads** should be saved as an outward and return standard route. For long important roads which cross other major roads or motorways, the road should be saved in sections, but avoid dividing a road up into too many short sections. **The start, via and end of the standard route should each be entered as the road classification number.** The start and end should be qualified by adding the major crossing road (and location if helpful) or boundary information, after a forward slash '/' – see the example below.

route segment nos	route
0112A264/119	10
0112A264/121	11
0112A264/121	12

In the second category of standard routes, the important entry is the 'via' information. This should be carefully entered as the series of 'M', 'A' and 'B' roads comprising the route, in sequential order, separated by a forward slash and with no omissions eg 'A21/A228/M20/A249/A2/B2046'.

How ***** ABLOADS ***** interprets route details

In seeking to enter **Autotext** data automatically, ***** ABLOADS ***** first examines the notification reference number to see if the notification is an amendment. If so, and the accompanying Comments contain the phrase '... the route details have been amended ...' the program then so informs the program operator, leaving the route amendment to be progressed manually.

If the notification is a new one, ***** ABLOADS ***** first compares the origin and destination information with previous notifications from that abnormal loads operator. If it can get a complete match, or a partial match where at least the origin and destination towns are the same, the program will enter the previous route, informing the program operator exactly how the match has been achieved.

If ***** ABLOADS ***** cannot get a match based on origin and destination details, then it tries to match the sequential list of road classification numbers either fully or partially with the 'via' details of other standard routes. Finally, if unsuccessful, it then takes each road number of the supplied route in turn, together with the previous and following road number in each case, and finds all single road standard routes matching or nearly matching these. In both cases, the program operator is informed how the route has been obtained and invited to check and correct it.

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