

### Message from the Chairman

During this quarter we are, as is required under our Constitution, holding our annual elections for members of the UDG Management Group. Nominations closed in mid February and voting papers have now been issued to members. The results of the election will be announced in late March, and the new Management Group will take up office on 1 April.

The Government White Paper "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen" (<http://www.dft.gov.uk/pgr/regional/sustainabletransport/>) sets out how it can encourage the uptake of more sustainable modes at local level. Some £560 million have been allocated in the new 'Local Sustainable Transport Fund' (<http://www.dft.gov.uk/pgr/regional/transportfund/>) to support this.

***"It's rewarding to find UTMC gets a prominent mention in the White Paper under ITS..."***

- 7.8 Urban Traffic Management Control (UTMC) is increasingly the preferred Intelligent Transport System platform for towns and cities in the United Kingdom to help traffic flow more smoothly. It allows a number of traffic management technologies to be integrated at relatively low cost. Reading Borough Council has used Urban Traffic Management Control to provide accurate, timely and reliable real-time travel information to the public, which in turn has enabled people to plan journeys to avoid congestion – a good example of Nudge.
- 7.9 The Highways Agency is moving to adopt the Urban Traffic Management Control framework as its Intelligent Transport System Open Platform. The Department for Transport will continue to promote the wider adoption of Urban Traffic Management Control both in the United Kingdom and in Europe as part of the implementation of the Intelligent Transport System European Directive.

The UDG is working hard to ensure UTMC remains updated to meet the needs of network managers in the UK and elsewhere.

**Simon Beasley**  
Chair, UTMC Development Group

### An interview with Magda Kopczynska



Magda Kopczynska, the Head of the Clean Transport, Urban Transport and Intelligent Transport Systems Unit within the Mobility and Transport Directorate-General (DG MOVE) of the European Commission chair of the UDG, was interviewed for Traffic Engineering & Control - February 2011 issue. We are grateful for permission to reprint the following extract:

**We believe in the UK that the strength of UTMC lies in the fact that it is the result of close co-operation between the private and public sectors. How does commercial involvement fit into the current approach to the Directive?**

*The Commission is fully in line with the UK in believing that the strength of any specification is the result of close co-operation between the private and public sectors. This is precisely why the ITS Directive has foreseen the establishment of two bodies to assist the Commission in the preparation of the specifications: the ITS Committee and Member States experts on the one hand, and the ITS Advisory Group including both public and private sector representatives on the other hand.*

**What do you say to the concerns in the UK that the Directive could slow down investment in system development and / or deployment while waiting for European standards to emerge?**

*To those in the UK who have concerns that the Directive could slow down investment in system development and / or deployment, I would like to remind them that over the past 20 years, the European Commission has used various instruments such as support for research and development (with a considerable budget), policy recommendations, and funding for deployment and standardisation. However, while recognising that technology and many specific systems seem to be mature, it appears that ITS acceptance and market penetration remains largely fragmented and relatively low, with a patchwork of national, regional and local solutions and a rather low degree of interoperability between solutions, not even mentioning the quasi-absence of seamless ITS services. The barriers to an effective large-scale deployment of ITS across the whole of Europe have not disappeared and further measures are needed to co-ordinate and accelerate uptake and deployment of ITS. This is precisely why two years ago the Commission adopted the Action Plan for the deployment of intelligent transport systems in the field of road transport and for interfaces with other transport modes and a proposal for a Directive to support its implementation. With the ITS Action Plan and the ITS Directive, the Commission believes it has established the appropriate framework conditions for accelerated and more co-ordinated ITS deployment, including the policy priorities, common components and a clear timeline.*

For 2011-12 there is a significant development in the role of the UDG, in that it formally absorbs the activity of the TIH initiative. This is the culmination of negotiations undertaken during the current year. In future, therefore, TIH services will become an integral part of UDG planning and delivery.

Another significant change is the decision not to hold a UTMC Conference this year. This has been a popular event since the origins of UTMC, and many people will be sad to see it go. However it was beginning to give the impression that UTMC was “something apart”, rather than a framework that underlies many different policies. The “marketing” focus of UTMC will therefore be refocused on presentations at a number of third-party events, where the joining-up message will have more value.

The UDG continues to build links into Europe, both bilaterally with the German OCA (our approximate equivalent) and multilaterally through POLIS. Through these discussions, we are exploring whether there are opportunities to work with the EC on establishing a “good practice network” around Europe, building on our historical experience and strengths. We also have representation on the EC’s Urban ITS Expert Group, a pan-European advisory body.

## Technical Developments

Last year the UTMC Technical Specification got a major facelift through the introduction of an XML schema. Work during the current year has been more focused in scope. There has been a step forward on ANPR protocols – the revision is now almost complete, and brings ANPR properly within the UML/XML part of UTMC. There has also been significant work to integrate tunnel and bridge systems, and on environmental monitoring systems, although these are not quite as close to completion.

Beyond this, our technical workplan is substantial and ambitious, including linkage with public transport, incident management, streetworks, infrastructure-to-vehicle links, and numerous other functions. However what we can achieve in these areas will be limited by available resource, especially as there are some significant institutional barriers that will need to be addressed. Any ideas of how we might address these (for instance by working alongside local deployment projects) would be welcomed.

With the newly-strengthened links with HA and the absorption of TIH, and with the ITS Directive now in place, we are also looking at how we address the potential need to align with DATEX. To help us do this we have recently strengthened both the Management Group and the Specs & Standards Group, by bringing in the UK’s key DATEX representatives. This is not likely to have instant impact, but will be a background consideration for years to come.

Finally we continue to work with our colleagues in the Joint Chairs Group towards the development of a National ITS Framework. UTMC has been closely involved in the creation of the first document (on communications networks). In addition, our fellow JCG member RTIG is working on tasks that we have an interest in – for instance, improving the provision of information in disrupted circumstances; we will continue to use the JCG as a forum to ensure UTMC interests and opportunities are realised.

## News from Local Authorities

### KENT UTMC TUNBRIDGE WELLS & DARTFORD

Kent Council is expanding its UTMC implementation across the county by introducing specific measures in Tunbridge Wells and Dartford.

After the success of introducing UTMC in Maidstone, the authority has identified a number of specific measures following a review of each area to reduce congestion and enable residents to receive relevant information.

Tunbridge Wells will have a number of car park guidance signs installed to reduce circulating traffic, encouraging better utilisation of car parks. VMS are to be installed to warn drivers of congestion and delays near to the A21, an area that often suffers from congestion. KCC will be working with the Borough council to implement a link to the existing borough CCTV system and supplement with new cameras to achieve network coverage.



A need in Dartford was identified to introduce Urban Traffic Control to improve traffic management. This project has installed UTMC UG 405 Outstations using broadband links to enable control of the intersections. ANPR cameras and VMS are to be installed on strategic corridors. The ANPR cameras will provide journey time information on the main corridors so that the performance of network using journey time reliability can be monitored.

### KENT UTMC RTI IMPLEMENTATION

The development of the Kent UTMC system has continued and the authority has invested in a key area of Real Time Information. A project was identified that would deliver the objectives while breaking down barriers to implement an open system that enabled different suppliers access to the market, leading to reduced costs. The project sought to develop an open system architecture that delivered value for money while achieving the outputs that were identified.

The authority had an existing legacy system that was proprietary and at the end of its life requiring significant investment. Early discussions with real time integrators highlighted the significant investment required to replace the equipment.

A smart card project was being developed by the authority and the opportunity was taken to include the development of positioning data being generated by the ticket machines. The RTIG ‘over air’ standard was identified as a suitable method generating standard data messages.

Separate tenders were awarded for:-

- A central UTMC database that generates the predictions, integration with the existing UTMC workstations and the use of standard interfaces (TransXchange, SIRI etc)
- Ticket machines using RTIG 'Over air' standard for Local Authority tendered services using GPRS communications
- Real time information signs

The project has been developing for the past year and currently a number of tendered services are now operating and the bus operator Arriva have implemented new ticket machines that will be included in the project.

Medway Council are also taking part in the project and are sharing the RTI database. This is achieved by connecting their UTMC database via an Inter CDB link between the systems that also enables sharing of relevant information and the agreement to share VMS that are positioned on strategic corridors that cross boundaries between the authorities.

The project continues to be developed and by the summer will have all of Arriva's fleet and all tendered services operating, enabling the legacy system to be switched off. Early assessment of the project costs identifies significant savings in capital and revenue costs to the authority.

Kent was the subject of coverage by BBC Kent on 12 January, ([http://news.bbc.co.uk/local/kent/hi/people\\_and\\_places/newsid\\_9359000/9359129.stm](http://news.bbc.co.uk/local/kent/hi/people_and_places/newsid_9359000/9359129.stm)). UTMC isn't mentioned by name, but "Scoot or Move (sic)" are.

### **DURHAM COUNTY COUNCIL APPOINTS UTMC CONTRACTOR**

Mott MacDonald has been appointed to provide an Urban Traffic Management and Control (UTMC) System by Durham County Council. The system will be developed using Mott MacDonald's established Common Data Management Facility (CDMF) which has been developed over the past decade and is already successfully in use in 10 regions across the UK.

The project is being developed to make more efficient use of available road space, manage congestion along key bus, cycle and traffic routes and help gain a better understanding of the operation and limitations of the road network as well as the impacts that planned and unplanned events have on traffic management.

The CDMF will collect data from systems including Highways Agency National Traffic Control Centre, journey time cameras, roadworks, ice and wind warning, parking guidance and bus journey times. CDMF provides an integrated view of traffic and travel information derived from interfacing systems on a single user display. This is achieved through two graphical user interface mechanisms. One of these is the common data viewer, which is a networked desktop application that gives access to the information that is currently held within the common database, and allows users to view, enter and analyse data held within the system. CDMF also provides a web-based interface, tailored for access to the system by remote users and external organisations.

Councillor Neil Foster, Durham County Council's portfolio member for regeneration and economic development said, *"The introduction of this database in Durham will be of considerable benefit in helping us to provide reliable journey times, reduce congestion and assist with people making more sustainable travel choices. It is an exciting new venture for Durham County Council and a milestone for travel and transport service delivery."*

The project is due for completion towards the middle of 2011 and ongoing support will be provided.

### **READING COUNCIL LOOKS TO THE FUTURE**

An upgrade to the UTMC system at J11 of the M4 posed Reading Council's Traffic Engineering Team a significant challenge, made particularly difficult considering the current Government spending review. The requirement was simple; the new traffic controller needed an IP connection back to the central server at Council offices. An RS1000 circuit existed and the original intention was to use this to facilitate the connection. However, for the leased line supplier to provide Ethernet rather than serial connectivity, an upgrade program at a substantial capital cost would have been required per circuit, plus a secondary not in-significant increase in annual circuit fees. The concern was that if this per circuit capital cost was up-scaled to the required 30 UTMC sites, with the additional corresponding annual fees, the resulting expenditure would have had a large impact on the Council Traffic Budget for Reading Council. An alternative solution was obviously required. As an ITS Industry Specialist, IT4Automation were approached to help identify a different method that could use their existing serial provision to provide sufficient IP bandwidth for the new UTMC system. This new solution gave a 90% saving on the capital cost of the original Ethernet solution and meant no increase in the annual circuit charges.

### **MOTT MACDONALD TO PROVIDE UTMC SYSTEM FOR MIDDLESBROUGH COUNCIL**

Mott MacDonald has been appointed as Urban Traffic Management and Control (UTMC) systems supplier by Middlesbrough Council as UTMC lead authority for the Tees Valley region.

The UTMC project is being implemented to provide improved network management and better information to the public regarding both the road and public transport networks across the authorities of Middlesbrough, Darlington, Redcar & Cleveland, Stockton and Hartlepool.

Mott MacDonald will provide a UTMC common database based on the consultancy's own Common Data Management Facility (CDMF). The CDMF will collect data from systems including traffic counters, bus Real-time Passenger Information (RTPI), Urban Traffic Control (UTC) and the Highways Agency National Traffic Control Centre (NTCC). The CDMF will then provide an integrated view of traffic and travel information on a single user display.

Mott MacDonald's commission is due to finish mid 2011 with ongoing support provided following the project's systems implementation.

### INTELLIGENT TRANSPORT SYSTEMS IN HERTFORDSHIRE

Derek Twigg, Assistant Network Manager, Hertfordshire Highways writes:

Further utilisation of intelligent transport systems is going to revolutionise the way we manage our network, as well as provide Hertfordshire's road users with information that will make it easier for them to get around our busy, congested county.

In January our Highways & Transport Panel approved our new Intelligent Transport System strategy, which covers our plans for traffic signal monitoring and control, inter-urban monitoring, real-time passenger information for our buses, variable message signs and our Urban Traffic Management Control (UTMC) common database.

The councillors also gave the go ahead for introducing ANPR cameras for monitoring traffic flows on our network, which will provide us with the information we need to help reduce congestion, and in turn reduce carbon emissions.

We are continuing to develop our control room facility which will allow us manage our networks more efficiently by utilising UTMC the potential benefits of this already apparent, following interventions on recent highway incidents.

Our plan is to have an overview of how everything is working, thus allowing us to manage, identify and solve issues on the Highway Network much faster. Our aim is for residents to be one click away from a range of useful travel information by the end of 2012 thus allowing them to plan and undertake journeys more effectively.

We know we're not first off the mark with this technology, We've been working closely with other county councils and the police, particularly around how to manage the sheer volume of data and information that the UTMC system will provide us with, and we hope this shared knowledge will save us time – and therefore money – when we start using the systems to their full potential.

Our strategy can be viewed online at <http://www.hertsdirect.org/mm/15647583/15744703/item8app1hightran110111.doc>

## News from service and systems providers



Mobius have expanded their portfolio of machine to machine products running over the Vodafone network. They are working closely with Kent CC and Siemens in a pilot to prove the robustness of the mobile network to run Traffic light priority and UTC Control of an existing remote monitoring site.

The long-term aspiration is that Mobius' added value proposition can become part of the communications strategy of any authority. This will reduce the revenue cost and by minimising additional infrastructure reduce the carbon footprint of implementation. Mobius already work with

Sheffield City Council to run 202 ANPR cameras and have supplied SIMs to over 40 RPTI systems within the UK, as well as delivering the mobile data capability for Dorset CC when they host the sailing elements of the Olympics in 2012.

### SCOOT MMX ANNOUNCED!

TRL, Siemens and Peek Traffic announce SCOOT MMX, the latest version of the SCOOT adaptive control software operating in the Siemens and Peek UTC systems. The SCOOT Urban Traffic Control system is now operating in over 200 cities and towns worldwide.

SCOOT has been continuously developed since its original release through ongoing research and development to take into account new technology and policies as well as the changing priorities of traffic managers. Recent releases have incorporated many new features aimed at providing priority to public transport and in the last release (SCOOT MC3) new strategies to provide benefit to pedestrians at pedestrian crossings were included.

In SCOOT MMX the multi-modal theme is central to the system with additional facilities to prioritise pedestrians at junctions as well as new features to improve operation during low flow periods. These changes improve the performance for pedestrians as well as provide the ability for SCOOT to operate more effectively under low flow conditions – maximizing the benefit of the system investment.

Future developments of SCOOT are planned to continue this theme and ensure SCOOT remains the world's leading adaptive traffic control system.

Visitors to TRAFFEX will be able to see a demonstration of SCOOT MMX on the TRL Stand C30 and experts will be on hand to answer your questions.



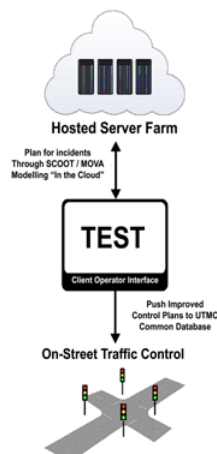
### TEST – A TOOL TO EVALUATE STRATEGIES FOR TRAFFIC

TEST is TRL's latest decision support tool. Standing for Tool to Evaluate Strategies for Traffic, the tool was developed in response to TRL's involvement with the West Midlands Urban Traffic Control (UTC) Major Scheme.

TEST uses traffic micro-simulation models integrated with real-time signal control mechanisms such as SCOOT and MOVA to evaluate signal strategies, the only tool of its type to do so. Its design has been based on open architecture standards and can be modified to work with different micro-simulation packages. It is user friendly, with users needing no previous micro-simulation experience to work with the tool.

The system was successfully installed in the Solihull UTC in December 2010 and is currently being used forming the BETA testing phase of its development. Once this has been completed, TEST will be refined and the full version released.

Visitors to TRAFFEX 2011 will have the opportunity to see a demonstration of TEST by dropping by the TRL stand (C30), where experts will be on hand to answer your questions. © TRL



## TRL ANNOUNCE MOVA 7

Approaching 4,000 installations with more every month, MOVA has proven itself to be a very effective signal control strategy at a wide range of isolated signal-controlled junctions and linked systems.

TRL continue to develop MOVA in line with customer needs and the products strategy, and MOVA M7 will be released to coincide with TRAFFEX. The developments include features that fall into three categories:

- The first, Traffic Management Act (TMA) logs. These have been designed to help Network Managers observe and review junction operation, allowing problems to be identified more easily and allowing analysis of improvements to be made.
- The second is an extension of the feature first made available in MOVA M6: that is the measurement of saturation flow. In MOVA M6 the information was available in a log and the engineer could use the information to improve MOVA operation. In MOVA M7 a statistical analysis is carried out on the data and there is the option to feed statistically robust values back to the working configuration data, further improving MOVA performance.
- There have also been changes to the messages to improve the layout and provide fuller information and improvement to the way CANDET (the bus priority cancel detector) behaves.

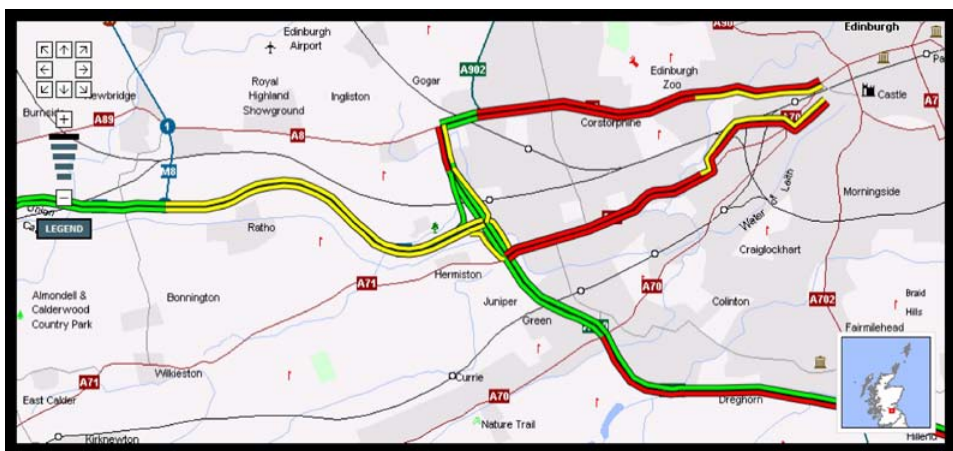


## SCOTTISH UTM

There is a continued increase in road users' requirements for timely, up to date, relevant and seamless cross-boundary travel information which does not differentiate by network type. However, public information providers are faced with the challenge of providing such information to help improve network efficiency as budgets continue to diminish. To meet these often conflicting demands, collaborative working between different factors in the travel information field is a necessity in order to make the best use of the infrastructure and resources available and provide the users with the information they require.

Transport Scotland (TS), via IBI Group, and the City of Edinburgh Council (CEC), via Halcrow, have recently delivered a traffic data sharing project to disseminate cross border journey time information to the traveling public. Using DATEX II for data exchange the project fused travel time information from both the Transport Scotland Journey Time Measurement System and City of Edinburgh UTM based journey time systems to measure and disseminate journey times which traverse the jurisdictional boundary.

The project focused on a specific corridor covering both the TS and CEC road networks which comprised the M8 and A720 (Transport Scotland) and the A8 and A71 (CEC). This allows the provision of comparative journey times between the trunk road network and Edinburgh City Centre via either the A8 or A71.



The successful implementation means that journey times can also now be calculated and disseminated for journeys, or part journeys, between the city centres of Edinburgh and Glasgow for the first time. Information is disseminated via Variable Message Signs and the national Traffic Scotland information service – [www.trafficscotland.org](http://www.trafficscotland.org) – providing users with valuable information and allowing them to alter the time, route or mode of travel both pre-trip and in-trip, therefore improving network efficiency.

It is envisaged that the model utilised for the Transport Scotland and CEC journey time data sharing project could be developed into a long term solution focusing on the adoption of the new UTM ANPR Open Protocol. Using an Open Protocol approach allows outstation ANPR equipment to communicate with journey

time instations to communicate directly regardless of manufacturer type and thus provides standardised ANPR data for journey time calculation and more flexible and competitive procurement methods.

The Network of National ITS Associations hosted by ERTICO has started a strand of activity centred on the EU ITS Directive. This promises to be a useful and informal route to finding out what the various nation states are doing regarding the Directive, and may be of interest to UTMC practitioners. The Network is currently chaired by ITS (UK).

To find out more, contact [utmc@its-uk.org.uk](mailto:utmc@its-uk.org.uk)

## SNMP – A benefit to UTMC



Richard Gibson is the Managing Director of IDT Ltd, an equipment supplier and system design consultant to the traffic management, telecommunications and networking industries. Richard is keen to highlight the role, relevance and benefits of Simple Network Management Protocol (SNMP) within UTMC. These are his views.

### Role and relevance of SNMP

A significant proportion (arguably, most) of the expenditure on UTMC deployment has been on products which support SNMP. There are as many UTMC suppliers shipping SNMP-capable products as there are UTMC suppliers supplying compliant XML or CORBA products. It's just that, since the UTMC Tech Spec was adopted, we have not needed the continuing dialogue which has characterised in-station to in-station links, rather we have quietly got on with rolling kit out.

The result is that there are around 1,000 variable message signs (including car park signs) as well as car park and traffic counters distributed across the UK all happily exchanging SNMP messages backwards and forwards.

The use of SNMP by the UTMC community has been one of the main factors delivering the financial savings obtained by Local Authority Purchasers.

### Some costs

We (IDT) know that there are around 1,000 variable message signs which support SNMP because they have our GPRS routers in them. If we assume that the average cost of an urban VMS is £15k then this suggests an investment by UK LAs of £15m. We have shipped around 50 car park and traffic counters which all use SNMP and several hundred mesh routers, many of which are used for UTMC-compliant UTC (known as UG405). The investment in UTC probably represents about another £1.5m investment by LAs. Of course, all the UTMC in-stations support SNMP as they use it to talk to the roadside kit.

There are around 65 UTMC in-station systems costing, perhaps, £75k each. This gives a sub-total of £4.8m or a grand total investment of  $15 + 1.5 + 4.8 = £21m$ .

### The benefits

Two of the main financial benefits of using UTMC (SNMP) to communicate with roadside equipment are that it (i) makes possible more communications options than just BT; and consequently (ii) enables the Local Authority to do more things with their network e.g. allow multiple, different roadside devices to share a single communications link.

We have one client who has achieved a saving of 65% of their communications revenue budget - a figure which represents around £200k per annum; another who has cut their revenue by 75%.

A third, critical (and frequently overlooked) benefit is that procurement control is retained by the Purchaser. Traditionally a Local Authority will go out to competitive tender. Suppliers will compete to win. The winner may not make much on the job until the Local Authority decides to add more equipment at which point the Supplier potentially has the Purchaser over a barrel. UTMC has ended that practice.

An example: A few years ago Aberdeen City Council (ACC) ran a tender for 15 VMS which was won by Techspan. Envitia supplied the UTMC instation and IDT supplied the communications network. A couple of years later ACC decided to get some more signs but, because everything was UTMC-compliant, they could go back to the marketplace. A small tender was run and Siemens won the next phase. Any compatibility fears in the Client were easily addressed - IDT lent Siemens a GPRS router, they put it in a sign in Poole and the Client set messages while sitting at the instation in Aberdeen.

Another example: At least two authorities have replaced signs from one manufacturer with signs from another. The transition was seamless - no changes were required to either the communications network or the instation (even including IP addresses). The adoption of UTMC (SNMP) by VMS suppliers has made for a highly competitive marketplace and, perhaps consequently, expansion in the roll-out of signs.

The fourth benefit is that UTMC has brought new companies into what was rather a stale, closed industry. This has created jobs, led to innovation, and led to reduced costs - some of our products are 30% cheaper than when we first rolled them out in the York UTMC Demonstrator Project in 2001/2.

Back to some figures - not all those 65 UTMC systems in the UK will generate savings of £200k per annum but perhaps £50k per annum per system is not unreasonable. This amounts to  $(65 \times 50k) £3.25m$  per annum - equivalent to a payback on the £21m investment in 6 years. Not a bad return on investments from the SNMP bit alone.

Going forward, UK ITS practitioners need to understand how the complexities of the UTMC technical specification can deliver real, financial benefits when turned into products, systems and associated traffic management schemes.

Beyond the UK, the EU Directive represents an opportunity which we should grasp. My hope is that those influencing the progress of the Directive recognise the demonstrable potential of UTMC and how it can benefit the citizens of Europe.

## The UDG Management Group

The Management Group composition is currently as follows:

<b>Chair:</b>	Simon Beasley, Reading BC	<b>Other members:</b>	Spencer Palmer, DfT
<b>Local Authority Members:</b>	Hamilton Purdie, Glasgow CC (also represents Scotland)		Paul Thomas, Cardiff County Council (for Wales)
	Richard Sykes, Hampshire CC		Brian Maxwell, Roads Service NI (for NI)
	Sue Westwood, Kent CC		Andrew Wilson, Highways Agency
	Jeremy Coggan, Nottingham CC		Damian Morris, DATEX
<b>Supplier Members:</b>	Gareth Tilley, Atkins		Steve George, TIH
	Dave Stoner, Envitia	<b>S&amp;SG Chair:</b>	Dave Stoner, Envitia
	Elaine Rodgers, Mott MacDonald	<b>M&amp;MSG Chair:</b>	Elaine Rodgers, Mott MacDonald

## 2011 UTMC Calendar

11 May 2011

UDG Management Group meeting

## Contact details

All UTMC related news are welcome for inclusion in future Newsletters. Please send your news to Jennie Martin at ITS United Kingdom, [utmc@its-uk.org.uk](mailto:utmc@its-uk.org.uk)

For all administrative matters and enquiries please contact the Secretariat at: [secretariat@utmc.uk.com](mailto:secretariat@utmc.uk.com)

Further information on UTMC activities and resources may be found on our website at: [www.utmc.uk.com](http://www.utmc.uk.com)

