

SNUG MEETING, CHRISTCHURCH, 10th NOVEMBER 2005

Day 1:

- **Minutes of Last Year's Meeting (Bob Gibson)**

Bob apologised for not getting the minutes out before the meeting.

Issues from last year were:

Pedestrian crossings – covered in a later session

National Specification – covered in a later session

Audits – covered in a later session

Standards and Guidelines – Motsam will include a section on traffic signals.

Austroroads looking at being a high level document and so we may need to look at producing something to replace Part 7.

Ian has joined the Network group of Land Transport NZ.

Stops and Goes of traffic Signals – has been published.

Level rail crossings close to signals and cooperation with ON TRACK. Will look at inviting Roy Percival to the next SNUG meeting.

Temporary traffic Management – to be covered in a later session.

Schedule of Quantities – Give examples to Ross and he will produce a proposal to distribute on the website.

- **SCATS Users Reports (All)**

Auckland:

TNZ 80

Manukau 84

North Shore 71

Waitakere 52

Auckland 283

Rodney 5

Papakura 11

Timaru 12 TNZ, 4 City, 1DIDO, TDG managing

Whangarei 21 Full SCATS audit done this year.

Invercargill 30 TDG managing

Dunedin 60 (14 TNZ) TDG managing

Tauranga 24, 3 cameras TDG managing

Wellington 60?, 14 cameras, Looking at digital IP over radio

Nelson 12

Napier ?

Palmerston North ?

New Plymouth ?

Hamilton 44 (9 TNZ) plus 2 soon. LED's on mastarms, TNZ to look at Cellcom.

Christchurch 204 CCC, 40 TNZ, 2 Ashburton (246 total)

228 intersections, 18 midblock crossings

240 traffic adaptive, 6 isolated

42 cameras all digital webcam technology

Bus Priority using PTIPS

- **SCATS Update (Jim Giffin)**

RTA manage 3,400 signalised intersections in NSW.

SCATS in 20 countries and 106 cities.

SCATS licencing - Minimum of 16 intersections and in multiples of 8 thereafter.

Jim discussed the value added products for which an additional licence fee is charged. These products include: SCATSMap, ITS Port Activation, PTIPS, TMIS.

Many (all NZ) have the auto-update maintenance agreement which includes:

- Annual updates
- Membership to SMUG
- Free course fees for RTA courses
- Access to SCATSHelp
- Representation at SNUG

Update usually 4 November each year. Latest version currently being tested. Maintenance fee (currently 10% of licence fee) will be increasing by 15% for 05/06 year and by another 15% for the 06/07 year. This will be the first increase since 1994.

Jim talked about the SCATS Product Book which will include:

- All RTA SCATS products (description, hardware requirements licence etc)
- 3rd party products, eg the VicRoads View suite of programmes.
- All products will be tested and approved by RTA.

RTA will be updating their records for each SCATS licence (ie person who is to receive the software, initial contact person, their address etc and the invoice address)

Jim mentioned a SCATS Practicioners course to be held in Sydney in March 2006.

The SCATS 2/7 project is no longer happening. SCATS6 will be the platform for a long time to come.

The next official release of SCATS will be V6.5.2 and will include:

- Marriages between regions
- SCATS Alert
- Internationalisation
- Better security of data

TMIS – Was a bi-product of SCATS2/7. Provides a spatial view of traffic. Stage 1 is complete and working in Sydney. Stage 2 development is underway.

- **Movement Based Signal Controller (Peter Lowrie)**

Peter described the concepts and operation of the ASG (Advanced SCATS Controller) and demonstrated the configuration software.

- **Ramp Metering (Bob Gibson, Peter Lowrie, Peter Evans)**

Bob got some feedback from the group on methods of providing ramp signalling when the approach includes HO or Bus lanes. The options included

gantries, illuminated studs, physically separate lanes, special symbols (eg "B" for buses).

Peter Lowrie covered the history of ramp metering.
All studies have shown benefits through the use of ramp metering.

Peter Evans gave an update on "Travel Demand Management" in Auckland, of which ramp metering is a key tool. The ramp metering trail has been a success and the next step is to provide metering on another 28 ramps at an estimated cost of \$27M.

- **Microsimulation modelling with SCATS (Bill Sissons/Shawn Hardcastle)**
Shawn and Bill presented the latest developments on running Paramics under SCATS control using SCATSim.
The benefits for the modeller - quicker, no need to tweak timings, can model complicated phasings, more confidence.
Benefits for the RCA - Can optimise SCATS corridors, optimise phasing, test priority routes and incident management plans, provide system KPI's.
SCATS users will be asked for SCATS data for modelling, so be prepared.
Save your personality files, CIS's, notes on operational peculiarities.

Day 2:

- **Group Communications (Axel Wilke) -**
Anyone can become a SNUG member at no charge by getting their name put on the email distribution list. Contact Bill Sissons.

There is also a SNUG website with plenty of material on it - www.ipenz.org.nz/snug

- **National Specification Update (Bill Sissons) -**
This is a living document and RCAs need to specify it in all their contracts, including a note of their own Special Conditions.

The latest version can always be found on the SNUG website. (Current latest is Revision 2, Sept. 2005).

- **Traffic Signal Schedule of Quantities (Ross Thomson) -**
Most authorities indicated they specify "Supply and Install" to contractors for new or upgraded facilities.

General agreement that it would be useful to have a standard template available that covered all possible options. People could then choose which parts they wanted to use.

Action:

Everyone to send their existing schedules to Ross for him to compile into a comprehensive template.

- **Lateral Offset of Poles, Lanterns and Target Boards –**

Current specification is for poles to be a minimum of 600mm behind the kerb. There should also be a specification for all parts of the lantern assembly to be a minimum of 300mm behind the kerb.

Discussed the practice of specifying “RTA Type Approval” for equipment. Tyco Eclipse now on-street in Sydney. We need to get a list of all RTA Type approved equipment.

Action:

Jim Giffin to send Bill Sissons the name of the RTA person who can supply a list of all RTA type-approved equipment.

- **Safety Auditing (Ross Thomson) -**

Agreed:

Procedures as they are documented now should be converted to PDF and put on the SNUG web site at least as an interim measure so they can be used. They could be taken over by LTNZ later if necessary.

Action:

Bruce Conaghan to progress with Ian Appleton and IPENZ the idea of a register of traffic signal auditors. There was a mixed reaction at the meeting as to whether we need a register and if so, what qualifications would be needed to get on to it?

- **Temporary Traffic Management at Traffic Signals (Bill Sissons) –**

CCC has a specification based on CoPTTM. It includes generic plans for most types of traffic signal work. Basis is that most signal work is classified as either mobile work or a semi-static closure (less than an hour).

Action:

Authorities that have similar plans/procedures should all swap their documents to try and get consistency. CoPTTM Local Roads Supplement may be a starting point. Andrew Hunter to notify Ray Cook so this can be considered by the committee that reviews CoPTTM, since there is nothing specifically for traffic signal work in CoPTTM.

Bill to send CCC speci to Andrew Hunter as they are looking to produce something by Christmas.

- **Dunedin’s Traffic Signal Design Flow Chart (Ron Minnema) –**

Action:

Ron to email to Bill to put it on the website. Andrew Hunter to do some more work on them to adapt to Auckland situation and report to the next SNUG meeting. Look at adding timeframes too.

- **Left Turn v U-Turn conflict at Traffic Signals (Bill Sissons) –**

The situation arises on multi-lane roads where the vehicles are turning on a green arrow and then “turner” can’t get into the right lane.

In theory it is not legal to have both these arrows displayed together. However they are needed for the efficiency of the intersection.

Agreed:

Group to write to LTNZ (Rules Team) to review the Road User Rule to make the legal situation clear.

- **Pedestrian Crossing Facilities (Cliff Griffiths) -**

The issues of displays for pedestrians at signalised intersections and crossings is up for review by LTNZ but there is no timeline for this.

- **Stops and Goes of Traffic Signals (Axel Wilke) –**

Any feedback on this document should go to Axel or Ian Appleton.

- **Part Time Signalised Pedestrian Crossings (Bruce Conaghan) –**

The need to provide for pedestrians at left turn slip lanes. There are five installations in Melbourne using just red and yellow LT arrows (plus a sign “Stop here on red arrow”).

They may be applicable at other locations where there is a need for a zebra crossing (based on pedestrian numbers) or where there is infrequent use e.g. outside schools. Could also be useful where passing traffic makes it difficult for school patrols to find a gap.

Action:

Bruce will develop a discussion document.

- **Filtering at Traffic Signals (Ross Thomson) –**

Motorists confused when the red arrow drops to off. Some perceive it to have gone to a green arrow. It was suggested that we look at flashing the yellow arrow in this situation.

Action:

Bob Gibson to follow up including confirming what has been agreed to in the States and liaising with Sam Charlton.

- **Controller Information Sheets and Personality Testing (Ross Thomson) –**

Clients need to provide signal designers with good detail on their requirements. It is important that what gets built on site is what has been specified in the personality. Checks and approvals are needed to ensure this.

- **Catering for Cycles at Traffic Signals (Anne Fosberry/Axel Wilke) –**

Action:

Bill to put Axel's presentation on the SNUG website.

- **Signalised Pedestrian Crossings on Roundabout Approaches (Bob Gibson) –**

There was a general perception that signalised crossings should be 80-100m from a roundabout (especially on the exit) or maybe as close as 50m if the crossing is staggered and operating as two separate crossings. Can be used to provide gating for a congested approach on the roundabout.

- **LED Experience (Cliff Griffiths) –**

Auckland City has installed many LEDs now, mainly to reduce maintenance costs (\$1200 to change a bulb after TMP costs).

All signals on Transit roads in Wellington region are now LED. Auckland Transit has a programme to do the same.

Christchurch City are replacing old QH lenses with new lenses (at \$18.00ea installed for polycarbonate) and have achieved dramatic improvements in light output.

- **Interactive Signs (Cliff Griffiths) –**

At Rimu Road in Auckland, VMS are being run through the traffic signal controller. Minimum letter height needs to be adhered to, ie 300mm on the highway.

- **Pole Top Microwave and Video Detectors (Cliff Griffiths) –**

Christchurch City are using a portable microwave detector as a temporary measure when loops get damaged until the loop can be repaired.

Christchurch City are also looking at video detection for pedestrians.

There are now reliable microwave/infrared detectors available for pedestrian detection. They are in use in Adelaide and Melbourne and come from UK. Many people present had problems with earlier detectors of this type (locking on).

- **Training on Traffic Signals (Peter Evans) –**

Action:

Ross Thomson will ask Ian Appleton to contact NZIHT suggesting they canvass support for a basic traffic signals training course.

- **Committee for Next Year -**

Same as this year

- Bill Sissons
- Ross Thomson
- Bob Gibson
- Peter Evans
- Ann Fosberry
- Paul Donegan

- **Next Meeting (2006) –**

- Tauranga
- Dress: Casual
- Organisers to organise name tags.