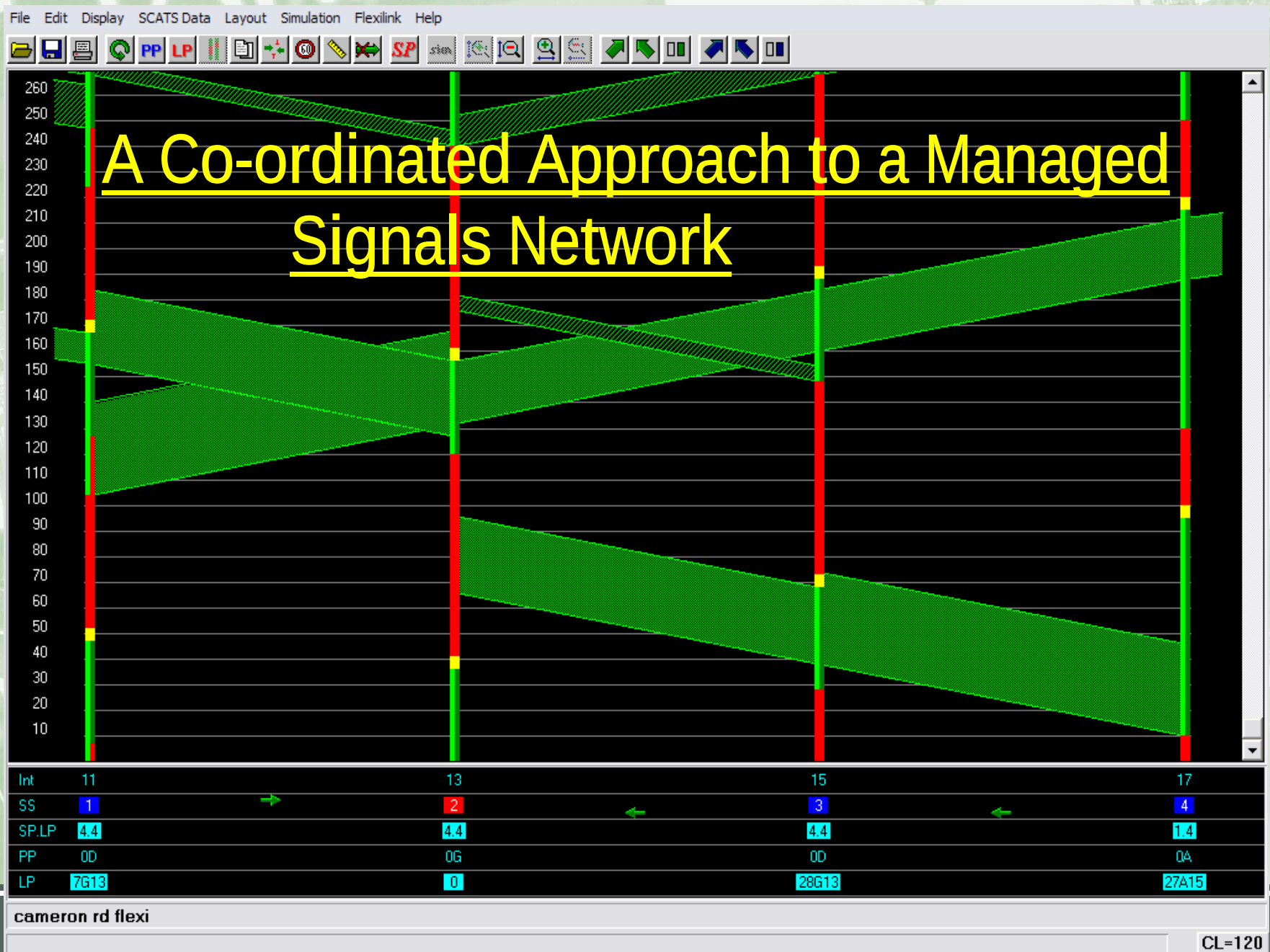
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A Co-ordinated Approach to a Managed Signals Network
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# Service Level Agreements:

- Agreement to establish key operational objectives for signals
- Typically between TLA's and TNZ
- May be between neighbouring TLA's or other transport agencies

## Their Purpose:

- Citywide objectives for traffic signal control
- Citywide objectives for SCATS
- Objectives for signals and SCATS monitoring
- Objectives for maintenance and betterment
- Management of forward planning, future proofing, planned and imminent signal works
- Establishment of basis for cooperation

# Setting Council Policy On:

- Safety
- Efficiency
- Convenience
- Engineering
- Education
- Economics
- Road User Service
- Community Service Function
- Environmental Issues
- Passenger Transport Planning

# Specific Objectives:

- For establishing rules on matters such as:
  - Right Turn Filters
  - Pedestrian crossing management
  - Cycle facilities
  - Passenger transport provisions
  - Requirements for new intersections
  - Video surveillance and ITS
  - Auditing etc

# Corridor and Intersection Management Plans:

- Methodology and objectives for managing strategic signalised arterial corridors
- Citywide principles for operation of signals and SCATS
- Fault monitoring, reporting and action procedures
- Corridor specific operating policy
- Intersection operation either as a separate entity or as an integrated element in the managed corridor

# Principals Requirements for Tender Documents:

- Design Standards
- Collection of and development of design flows
- Design drawing outputs
- Site specific requirements
- Requirements of developer driven signals
- Design flow charts
- Check sheets

# A Coordinated and Managed Approach to the City's Signalised Network