

Minutes of SNUG 2007 conference

Rydges Hotel, Rotorua

8 – 9 November 2007

Minutes from 2006 read and action points updated;

Traffic Signal Design – draft of TMU traffic signal design to be loaded onto website for comment.

2007 – documents not yet on website. Still getting them ready for agreement by all councils. It was suggested that the document be loaded one chapter at a time.

Outstanding Action – load TMU traffic signal design standard

Software Development (Red light running) – TDG have developed systems/processes. Document to be loaded on website.

2007 – Document not yet ready for loading

Outstanding Action – Load to website for feedback when ready

Training on Traffic Signal design

feedback to be given to Mark A at TDG.

- a) familiar signal practitioners
- b) learn new guide and improvements
- c) obtain hands on experience of new guide.

Course is pitched at all levels of experience and a flyer seeking expressions of interest from ARRB was sent to members. Contact Peter Evans for registrations or more information. The courses will take 20–30 people

LTNZ – left turn versus U turn conflict – LTNZ to reassess as they haven't fully grasped the conflict issue.

2007 – discussion points

- based around banning right turns
 - add strips, people u turn and left turn on green light, no comment in road code about u turns, either ban u turn or stop left turn
 - adopt Australian states law where u turn banned
 - u turners need to be pushed down road to safe point
- Is a u turn a right turn
- the law doesn't ban u turns unless a sign is in place banning it
- standards traffic bylaw – schedule any turn restriction and get council to resolve
- when does u turn ban start and end ie 100m from sign?

Outstanding Action – LTNZ to consider further

Flashing yellow arrow trial – Mike Day from Canberra to do trial

2007 – trial did not proceed

US trial SNUG group

Safety audit update – Bill S to review and update the Ron Minnema flow chart and put on website

2007 update – **Bob to talk to Bill G and see where at and champion "Safety Management System"**

Part time signalised pedestrian crossing on left turn slip

lanes – Discussion doc to be loaded on SNUG website

2007 – **work commitment has meant no action on this item.**

Discussion document to be loaded on SNUG website

Where do cyclists go – cyclists at intersections – feedback sought on trials

2007 – **three professional bodies had different ideas. Had audits**

done, expect feedback. Ak region level looking at guidelines and boxes based on special vehicle lanes. Christchurch did well

Omission from last minutes - Nil

2007 SNUG meeting opened by welcoming everyone, thanking sponsors for gifts, morning tea, lunch, dinner, drinks. Special welcome to attendees from Beijing and RTA, Australia.

DAY 1

Bob Gibson

Land Transport Update

From November 2008, Land Transport NZ will no longer exist. Effective 1 July 2008 a new body called NZ Transport Agency will be in place. An establishment board has been elected and appointed. NZ transport agency will operate similar to RTA in Australia and will be driven by safety then efficiency.

Focus for next 18 months – Road user rule and TCD amendment. A draft policy will be ready January 2008. Open to requirement for items to be included, consultation will occur mid 2008 and rules to be effective from July 2009.

Strong opinion that left hand turn rule changes – policy changes have stats.

Victoria, Australia benefits with changes including pedestrians/cyclists alliances with AA, LTSA, decision makers via SNUG to get changes

General discussion concerning left turns, parking near pedestrian crossings were raised

ACTION: any issues/points should be communicated directly to Bob Gibson

MOTSAM document developed by LTSA

Local authorities felt constrained by this document

Bob recommends NZ should match AS1742.

AS1743 covers signs design, vehicle marking, vehicle traffic signals

Has good guidelines on where to put signs, TCD doesn't and not believed appropriate

Traffic signals will be separate volume

TCD rule approval request for trials

Flashing yellow didn't proceed

LTNZ considers trial proposals so many parties have input and reasonable decisions are made

People with proposals submit their requirements and the committee makes collective decision for fair and reasonable decision

Ross asked – should a standard format for applications exist? Traffic Note 10 (new version) has outline of info proposal that should be included

SCATS UPDATE

	SET OF SIGNALS	# INTERSECTIONS	# ON SCATS	
TIMARU	13			Adding one way bridge
TARUANGA	28		All	Tauranga signalised roundabouts Hewletts Rd, mid block ped crossing
HAMILTON	49 including SH1 (3 in Huntly)			Development plan for Rototuna
WELLINGTON Tim Kirby	120 – 122		50 with ISS	Transit lights at roundabout Wind issues with audio units on ped signals
CHRISTCHURCH Bruce Kelley	251 2 Ashburton 249 Transit		251	5 – 8 new each year
WHANGAREI Brendon Tong	Same as 2006 22 sites 3 are ped 6 are on SH		22	Low bridge in but not connected
DUNEDIN	63 9 master link SH and town	4 new 5 to go on	63	
NELSON / TASMAN Mark	14 sets 1 ped 1 transit	2	13	1 TNZ 2 int in Tasman
ROTORUA John Ryan	16 14 SH 2 local		8	
INVERCARGILL Eddie cook	33 4 ped		29	
NAPIER	15		15	
PALMERSTON NORTH Connolly	33 2 ped		21 adaptive 2 to go on	1-2 signals in next 12 months Comms trial now working using digital over leased lines cable
NEW PLYMOUTH Jim	20 2 operate in isolation 2 head only signals	1 up for renewal	19, 1 later this month	
HUTT CITY Wayne	17 signals by end 2007 2-3 roundabouts with signals			Hutt City has SCATS 27yrs later. Partner with Transit. Use their computer SH1 and SH2 on all Transit SCATS. CCTV offer with radio network wireless connection to look at boy racer problem. \$30k to install with 6km radius
AUCKLAND REGION Michael Daley	6 SCATS for traffic signals	676 intersections in AK region	574 connected to SCATS	Approx 40 sites programmed for full upgrades. 42 sites with controller personalities under

	2 regions for ramp metering			development + 31 with contractors for installation. 20 new sites planned or under construction from now to end 2008
NORTH SHORE CITY Michael Daley		80 + 20 Transit = 100	86 intersections with 73 fully adaptive	
AUCKLAND CITY Michael Daley		295 + 24 Transit = 319	275 intersections with 186 fully adaptive	85 sites now connected to the new Dataplex Modern Server. NB – 6 Digi units replaced with 12 dataplex units
WAITAKERE CITY Michael Daley		57 + 7 Transit = 64	50 intersections with 49 fully adaptive	
MANUKAU CITY Michael Daley		132 + 7 Transit = 159	133 intersections with 6 fully adaptive	
RODNEY DISTRICT Michael Daley		6 + 10 Transit = 16	15 intersections with 6 fully adaptive	
PAPAKURA DISTRICT Michael Daley		16 + 0 Transit = 16	15 intersections with 4 fully adaptive	
AIAL Michael Daley		2	1 intersection with 1 fully adaptive	
TRANSIT RAMP METERING Michael Daley			All ramp meter sites on SCATS fully adaptive with SRMS system	13 ramp signals + 6 mainline counting stations = 19 controllers.
CCTV Michael Daley				111 CCTV camera's with 20 waiting for comms + Process to upgrade all CCTV cameras to DVTel IP system
BUS PRIORITY Michael Daley				Bus priority operating in AK city + 2 sites trial in NSCC. 9500 dwells activated per day to SCATS from RAPID
RAMP METERING Michael Daley				68 ramps to be metered initially with up to 90+ in final count

Not connected to SCATS

WESTERN DISTRICT – 2 sets gorge

HASTINGS – 13 sets

LEVIN – 2 sets

WANGANUI – a lot (15+)

MASTERTON – 1 set

Bill Sissons – overview of the 2007 SNUG meeting in Canberra

RTA sponsored the meeting and attendees from USA, Australia and NZ were present
Bill gave thanks to people who helped him gather info that he presented. A copy of that PowerPoint presentation is available on the website
In summary, other countries had similar issues and concerns as NZ does

Jim Giffin – SCATS and the RTA

Jim announced that he is retiring from RTA on 29 November and his successor is yet to be appointed
Jim gave a presentation about RTA and it's 32 years history
SCATS is worldwide
Currently not in India, Pakistan, Sri Lanka. NZ is their best customer in the world!
Tyco will loose exclusivity as a distributor at the end of 2007.

SCATS

SCATS manages entire state of NSW that has over 3500 traffic signals
PTIPS is close to full commercialization
In April 2008 Singapore will trail PTIPS for a faster bus service. Trial expected to last 6 – 8 months
Australia wants people out of cars and on the bus service. Buses get 5 second jump on green light
Ramp metering (SRMS) is currently being installed
ANTTS was developed 18 months ago using toll tags on cars

Micro Simulation

Paramics	finished testing
Vissim	finished testing
Aimsun	almost finished testing

Sold to end users
Need SCATS license to run SCATS SIM

TIMS

Commercialise in February 2008
Run on plasma screen
VMS signs visible

ROUTE PRE-EMPTION

Provides exceptions with options
Set speed and duration
Once first intersection hit, all others connected
When roads reopen controller sees that simultaneously
Detour routes visible

At end of Jim's presentation Bill Sissons presented Jim with an All Blacks top as a farewell gift and thanked him for the years of support and help while at RTA

Ken McCallum – SCATS update

version is 6.5.4 due for release early 2008

last version released 6.5.2

version 6.6 has been written with multi lingual properties but until tested (12 months) not ready for release

6.5.4 features

Central Manager

Keeps record of alarms, intersections, fixed a deadlock in the processing of alarms

ITS port can now access Route Preemption Information

ITS can now have two part license to enable interface with SCATS. Developers will now have less apprehension about connection as software license over come

ADSL router logs transmission errors when interaction with other applications

KMCC region menu

Added request ITS board to give timed SI's (uncontrolled approach) at regular intervals

Can measure degree of approach at uncontrolled junction

Fixed problem with zero data in SM

Lamps going off – blacked out intersections SCATS now logs command to black out

New dwell option to prevent skipping of demanded phases, eg EDWN don't skip phase

Alarms D, Bo no longer being created

8 seconds of no messages back will give ST alarm

latch alarm – ST, NC, DZ use to take 7 minutes to change now no longer latched

SCATS data can be retrieved through ITS port. Need ITS license

Auckland ramp metering system collected by SCATS now available through ITS port on request

Gain control – measure more green than really available then calculate time and phase splits. Now working but can be manually turned off

(MM) Maintenance Mode created so when technician working no alarms created SCATS would revert to mode 1 second historical which meant could permanently be in MM

Controller now have log and sent to SCATS daily event log. Still waiting for control to send description of codes for translation

Added validation error to major alarms

On Peter Lowrie's advice best measured MF updating on average formula

If you use IMAP now you must ensure that EI is added to your region options otherwise it won't work

At request of Peter Jacka, SCATS now checks for a clock alarm and if more than 3sec, won't update

Can now enter machine name and domain name server rather than TCP/IP address to get through firewalls Intersection and Subsystem offsets can now nominate the start of a phase, eg

PP3=0,0^A

SCATSAccess

Can change speed on route pre-emption

Clearable alarms are marked now. Need to select alarm you want cleared. NB can only clear those with the eraser icon beside it. May add option to "select all"

SCATS 6.6 features

Multi lingual

Central manager

Security – 3 additional levels to hide some info from people not authorised to see details. Current use is for route pre-emption. Available to other applications through ITS. Each central manager can be named eg “test system”

Region

Each region now has ability to be configured as TEST region. When data changed now it is accompanied by original shown in brackets eg (was xyz)
XSF flags can now be locked on/off. Special facility alarm now logs which flag caused alarm.
Variation routines – numbering gone now, VAR1, VAR2, VAR3. No limit to number per intersection

Access

English at top of list
When adding multiple intersections just say “20” to add
Errors now displayed in colour
Access levels now have zones and level of access and security level
Ability to remove all locks/trims on same region
Reminder – RTA administers SCATS and will add info to software based on user’s feedback
Time distance diagrams now have link modes on screen
testing v6.6 it is likely to be 12 months as there is only one tester

QUESTIONS

John Gottler	Flexi Gen data being automated? Was discussed 2006
Ken	Nearly finished writing. Not yet automated. 2 new programs, Alarm Analyser and Comms Analyser Alarms Analyser SCATS log doesn’t like to analyse data. In Sydney it runs out of memory after 2 months data. Only analyse one type of alarm at a time Comms Analyser Can select comms faults, fallbacks, multiple causes, region shutdowns and causes. Allow you to access before and after results when looking at comms providers Release due 12 months away. Pre release copies may be available, talk to Jim but remember that it is yet to be tested

Other comments added by Ken

SCATS alert
Nominate specific events (WD) (dwelling) nominate event detection duration
Has been tested once
Designed for personal use on PC
Alternative SCATS SMS sends alert to your mobile phone
Good for maintenance contractors

Bob Gibson – Traffic Signal Design

Reference document - National Performance Indicators for Network Operations [AP-R305/07](#)

Question asked of attendants – What extent are performance management statistics being used/measured?

Michael Daley	ARTIS has graphs to show maps of congestion. Can compare historical data to current days. Travel time available, level service.
Lower Hutt	Use SCATS to find areas of concern
Bruce	How efficient is a corridor and what else is occurring around it as traffic reduces congestion stays same or elsewhere
Bill Sissons	Look at average DS from traffic reporter compare 12 month. Relative to volume.

Question asked of attendants - If info was collected would that info be available to Land Transport NZ

John Gottler	What would it be used for? Is it relevant to use with info you already have. Commercial companies collecting info on their vehicles
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Question asked of attendants – what does rest of nation feel about what's occurring to Auckland motorway. Is it possible for a small group from SNUG to look at data?

Question asked of attendants – want national measures. If data is available why not analyzed it?

Hamilton	Data is not inclusive of rural areas
John Gottler	Already analyse crash data
Bob Gibson	Australia has greater degree of urbanization. Auckland has high benchmarking
Brendon Tong	Rather than national measure, measure regionally in areas like for like
Wayne King	Info been available via SCATS or paper for past 40 years. How will it help now?

Michael Daley – TDM project, Auckland motorway management system

Purpose	Deal with current Auck congestion Reduce user cost/emissions Make travel safer/easier
Buy – in	Transit spoke with TLA's, bus, freight collective project
Objective	Space traffic Increase merge lanes Improve safety (rear end, secondary accidents) HOV, T2, T3 lanes Monitor queue lengths/wait times
Design	Best international practice Chose SCATS – comms – controllers
Progress	Funding approved Contractor appointed – Transfield Civil works underway Motorway changes Nov – April 2008 Test sites Takanini, Papakura and more opening Jan 2008
Data	Increased throughput, travel speed Reduced wait times Curran St increased minimum average speed 13km/ph St Marks Ave peak flow +600vph Khyber Pass +350vph North bound traffic to be looked at Perception of delays for people getting on motorway not overtaken by fact that they travel faster when on motorway Gathering info to show how network performing Artist allows analysis from past to present

DISCUSSION

John Gottler	What improvements on safety has evolved
Michael Daley	Need more time to assess that
John Gottler	Ellerslie/Greelane now queuing
Michael Daley	Roundabout needs to keep moving at Ellerslie/Greenlane for people heading south. Prefer not to over ride. People not accepting 200 second delays
Ross	How sensitive are queues on arterial roads
Michael Daley	Very. 1 second makes a huge difference to +100vph
John Gottler	First intelligence system in use, what next
Michael Daley	Get smarter in use with arterial signals to slow or fasten traffic
Unknown person	Merge distance too short
Michael Daley	People relearning to accelerate when approaching motorway. Especially when ramp is uphill. Using time to monitor that

GENERAL DISCUSSIONS

Andrew Hunter – Traffic Signal Design. Guidelines and Controller Personality info

Document on website	Design guideline on v2 at present Collaborative effort of people (Ross, Bill, Mike) to determine use and impact Lantern symbols relate to traffic symbols Excel spreadsheet for CIS
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Questions

John Gottler	Running training sessions?
Andrew Hunter	Examples in guidelines. Mostly self explanatory. Not yet able to release design guidelines
Blair – GHD	Once guideline debated will be issued Drafting guide for symbols/colours needed in conjunction with colours

Once design guidelines are ready for release they will be circulated for comment/consultation

Blair – GHD – TMU traffic management unit

Management/decision changes occurring
Transit leading SH on 10 year maintenance alliance (JV) including TMU. Dr Kevin Dougherty is Manager of Alliance
Transit has signed SLA's on behalf of councils for alliance
Bruce Conaghan commented that alliance necessitated for TMU refocuses Change management process
Role of TMU, technical group, executive group
TMU focus on asset management, contract by local authority to look after signs, controllers, ramp metering after bedded in
Joint technical group will remain
Joint executive group – LA, Transit, AR Transport, ARTA
Alliance venture is new to NZ. Risk and success shared evenly across all parties not just passed to contractor

SIGNAL HARDWARE/OPERATION DISCUSSION

John Gottler	Video detection progress?
Michael Daley	Trial about to start in Penrose. Video and manual count. Using microwave radar to detect travel speed southern motorway
Jim – RTA	Running trials. Can put NZ people in touch with trial team in Sydney. SCATS doesn't count cars but space.
Sergio	Insects on cameras an issue. Good feedback about microwave detectors via Canada
Barry Rawlings	Video detection in infancy in UK
Bill Sissons	Tyco have couple video sites but say loops better
John Gottler	Anyone tried to do multiple loop?
Ross Thomson	QH lamps in manufacture?
Mary	10 week lead. Smaller orders are driving up the price. Australia now

	uses LED so QH bumped in production queues. LED three times the price of QH
Hayden	Ped signals and audio-tactile
Ross Thomson	RTS14 document talks about tactile. Ped call buttons standard and best practice. Dunedin has different sounds for north, south, east, and west. Foundation of Blind to review committee
Unknown	Pressure pads for ped crossings. Put in or not? Any consistency of approach?
Bill Sissons	Have loops under cyclist/pole have light so they know they are detected
Sean – Hamilton CC	Created paw print for children to stand on sensor pads
Andrew	Manufacture of equipment locally as opposed to being RTA approved. Different button/poles. Some fail more than others. Specs need to be tightened and RTA approved. Who tests equipment?
Bill Sissons	RCA or local authority to approve
Ross Thomson	RCA Engineer to approve. il spec met can't reject product irrespective of life
Bob Gibson	RTA have test lab and authority to reject product in Australia/NZ
Bruce – Manukau CC	Street lighting. Manukau approved requirement to be met. Bicycles non metallic which difficult to pick up with loop detectors
Paul	Never been asked to produce document to say items good for use

**ACTION POINT – Michael and Jim to talk and swap contacts re video-detection
- RTS 14 document on website for feedback**

Bruce Kelly, Christchurch CC – Use of web cam technology in Christchurch

Follow on from Vaughan presentation last year
 Traditionally used copper cable and Telecom for out-lying areas
 Advise from Telecom re discontinuation of LDC. Got negative response from Christchurch CC and Telecom backed down. Thoughts for an alternate solution have started
 SCATS trailed for several months on microwave
 Upgrade and expand network for CCTV using microwave. Can't rely on LDC's anymore. Covering area from Timaru to Christchurch.
 Converting 5 – 8 cameras per year
 Pictures are jpeg files which satisfactory for purpose needed
 Internet base to link to Police to monitor night life. Seeking approval from councils
 Developing portable system and Police interested in using
 SCATS in past 12 months running over ethernet network with regional computer
 Rolleston intersection running CCTV camera.
 Auto number plate recognition is next step/project
 Advantage of web system CCTV \$7 - \$8k cost
 SCATS connection cost \$800 operating cost \$0 on own cables not relying on telecom cables. Using receivers
 Using internet will be able to see CCTV cameras which useful when at home

Mitch Tse, Auckland CC – Red light running campaign

Taken lead working with MOT, Council, Police
 Modifying controller software to monitor incidents
 Conflict red light from camera loops
 Can SCATS loop be used?
 Trial sites = 10 CBD intersections
 Number of trial sites versus number of control sites and spill over sites. Therefore 10 sites now 30 sites
 Data expected in 12 months to gauge results
 Police have legislation and undertaking of tests prior
 2 cameras on rotational basis

DISCUSSION POINTS

Shaun Hamilton	Data on how many red light runs caused accidents as per transport stats to use as baseline pre trial
Bob Gibson	Safety audit – lantern aligned. Signals at efficient setting – confirmed
John Gottler	What criteria of how to choose your trial sites
Mitch Tse	Selection via social cost, ped uses
Shaun Hamilton	Funding from infringements go to Police. Who is funding trial? AK City and Land Transport
Mary	Trail period is 3 months
Bill Sissons	Any concern that only one supplier in trial?
Mitch Tse	Yes but failure in requirement by police only option is to go with one supplier
Bill Sissons	In terms of cost which is highest? Camera, pole, installation
Mitch Tse	Pole

OUTSTANDING ITEMS FROM DAY ONE

Tim	Hardware – choice of controllers. Eclipse or QTC. What are other local authorities using? How do you choose?
Andrew	Both to RTA standards. Check how many inputs needed and cost of unit when go out to tender and check changeability if an accident
Bruce, CHCC	Detector issue with early QTC but now fixed
Ken	Group based controller. 14 phase controller. 96 detector inputs. Suppose to be ready within 12 months for distribution. Testing network based comms supplied, project manager appointed
Bill Sissons	Tasmania have developed own 24w LED lanterns and putting on street

Day concluded with request that microphone be available for day two as people at rear of room not able to clearly hear presenters

DAY TWO – 9 November 2007

Peter Evans – Signalised roundabouts

Lincoln Rd off ramp scenario discussed. Cost \$40k, 4.5metre SCATS loop – 2.5 second loop
Greville Rd interchange

Problem – 2km queue at on ramp

Solution – signals queue detectors

Congestion control useful system to manage traffic congestion. Signal warning, two signals, signs explaining why stopping, oversized give way signs. Signs at intersection “red signal activated by off ramp queue”

Future

AK signalized roundabout. Jim McGuire invited Barbara Chard who has systems on signalized roundabout. Her system required group based controller in UK. NZ uses other system and NZ software been created to use Barbara Chard’s method

Upcoming

AK install congestion control systems based on Barbara’s systems

John Gottler – SH20/Hillsborough signalized roundabout

1996 started looking at system for Puanui access to airport. Law disabled changes

2005 project with Fulton Hogan deemed risky for Hillsborough

October 2006 – Fulton Hogan, Connell Wagner developed signalized cross intersections for Hillsborough roundabout

Aware that trouble at safety audit point. Barbara Chard looked at design and gave her approval. Based before her intro to NZ

Best practice initiative – the first in NZ

3D geometry used and demonstrative

efficiency for cyclist and ped

flexibility – construct infrastructure

Results

On time, reduced cost, reduced travel time, good feedback AKCC and Transit NZ

John showed a simulation of traffic, some delays 400m – 300m but improved on previous situation

QUESTIONS

Ann Fosberry	Does it operate as was modeled? Saw a truck making 2 lane changes while on roundabout
John Gottler	No reported accidents in 10 months of operation

Every entry point needed to be controlled as concern for safety that motorists wouldn’t understand when to give way and when controlled

Was discussion whether to turn off control points off peak but safety audit felt no point

Runs isolated from SCATS. Phase based

Edwin Chong, Opus Consultant – SH20/Hillsborough

Diamond intersection was one proposal

Discussed issues considered when building diamond, ramp, roundabout, ½ diamond, forming ramps and construction site

Fully signalized roundabout because peak traffic in am and pm and peds and trucks

It is NZ's first signalized roundabout – safe, efficient and cyclists feel safer

Lane marking early to ensure lane motorists enters on is the lane they leave in

Needed to create right hand stacking within roundabout

4-10% increase in peak hour throughput off peak. There is red light running as wait times deemed too long

Bridge commencing now and roundabout will be decommissioned

QUESTIONS

Warren	Are peds sharing cyclist lane
Edwin Chong	Cyclists protected by traffic signals. They stay on side of lane and buffered by car and lights
Eddie Cook	How many peds
Edwin Chong	Expected 40/hr at peak times

Ross Thomson – Barbara Chard method of control – Welcome Bay roundabout

Brief was to signalize roundabouts based on Barbara Chard's method

Everyone needed convincing that would work on NZ controllers. Alternative was to import UK controllers. Barbara Chard needed convincing it would work, she is now happy

Welcome Bay roundabout

Benefits seem apparent and queuing not existent

60 second cycle time

QUESTIONS

Tim	Advantages to be gained elsewhere in NZ with 60 second cycle times
Ross Thomson	Yes

Angus Bargh, Traffic Design Group – Principals of roundabout signalization

Why?

Extend useful lifespan ~10 years

Important info

Get lane usage details

Determine why some used less ie road marking

Micro simulation is a useful tool

QUESTIONS

Eddie Cook	Could signalization be used for safety reasons? High crash rate
Angus Bargh	Suggest yes. Due to circulating speeds, accidents occur. Justifying it economically may be difficult
Bill Sissons	What cycle times
Angus Bargh	Work at saturation lines. 54 or 66 seconds is rule of average in UK
Ross Thomson	If you have roundabout and needs civil work (poles/signals) signalised roundabouts can be cost effective

Brendon Tong, Whangarei CC – Using Paramics and SCAT SIM to option test corridor

Dent Street traffic trials

Remove one way system

Intersection reduced to 4

Population transfer from Auckland nullified

Gains and more study requirements to get gain. Engaged Ross Thomson as consultants. Their opinions matched Brendan's which assisted in credibility with council

DISCUSSION

Ross Thomson	Concentrated on pm peak due to congestion priority. High CL delayed 30min but 5.15 – 5.45 still has long queues
Bruce	Why go so wrong from day one
Wayne	Built 10 years too late. Original modeling said current situation was due to develop 1995

Barry Rawlings, Christchurch CC – UK versus NZ experience

Like using SCATS (continually developed by RTA) ahead of SCOOT (20 years old and not updated)
In UK peds are separate from traffic and have lower problematic/congestion issues. In NZ safety issues are higher

Having UK trained people in NZ bonus as UK faced issues years previous based on 60mil population, yet same sized islands

QUESTIONS

John Gottler	Anything in Europe we should be using now sig ganty? Other innovations?
Barry Rawlings	Signalised roundabouts. Hard shoulder in peak hour traffic Get people on public transport (walk/cycle)
John Gottler	Rail passive here – level crossings dangerous
Barry Rawlings	Train network existed before cars in UK. Not same issues. Amber → Red Amber → Green
Bob Gibson/Bill Sissons	Amber period not done here what best
Barry Rawlings	NZ operation pretty good
Bill Sissons	What all red do you have in UK
Barry Rawlings	Minimum amber-green = 5 seconds

Peter Evans, Transit NZ – Advance detection and phase calling

Discussion to be created

advance loops at SH intersections on SCATS.

Phase introduction – phase calling by advance detection

DISCUSSION

Tim	Use advanced loop with logic card
Glenn	Use some in Palmerston North. People will slow down rather than anticipate
Bill Sissons	Anticipation not a problem. On one-way streets, drivers do not anticipate and hit the stopline at speed
Peter Evans	Considered MVD? Microwave detector? Used in low speed environment
Wayne King	Use advance detection loops on SH in Hutt City
Shaun Hamilton	Mid block ped crossing benefit using advanced detection
Ross Thomson/Bill Sissons	Yes in AK benefits exist. Added safety and less waiting for peds

Ross Thomson – RTS14 requirements

RTS14 has just been updated and is available on website

www.landtransport.govt.nz/consultation/

Photos showing placement of pads and ramps. Buttons should be directional for the visually impaired. Ross commented on his opinion of what does and what doesn't look aesthetically pleasing

Issue

Directional pads need to be placed in position to direct people to button

ACTION - Everyone to get copy of draft RTS14 and give Tim feedback

DISCUSSION

Anne Fosberry	Made comment on one photo shown, and agreed by Ross that pads in position as directed by RTS14 writer. Designer sought clarification from writer prior to installation
Ross Thomson	New RTS14 says that directional to be adjacent to pole/button
Ross asked question of group	Should the distance from road be 300 or 600?
Bill Sissons	Suggest radius to be tightened up at ped corners
Whangarei	In past 2-3 years individual easier to install than concrete tiles. Use template for drilling and placing on concrete
Wellington	Worked closely with Blind Foundation they offer services to check plans prior to construction. Direction intercepting tiles need to lead people to push button
Bob Gibson	Parallel ped facilities at traffic signals. Coroners investigated a fatality of truck and two peds on right hand turn. They suggested that NZ use the UK system
Barry Rawlings	UK system – can't mix peds and traffic ie shut traffic when to move peds. Don't think that possible in NZ as logistical not geared up for it
Grant	From safety perspective unacceptable that peds cross with right turn traffic. Ban right turn
John	When will we get displays that peds and motorists understand? Show green and then red to hurry up!
Bob Gibson	No difference made when green flashed instead of flash red
Barry Rawlings	Flashing clearance at Puffins not shown to peds on crossing Rule says no crossing longer than 15 metres. UK Government directive not to mix ped with traffic
Simon – Hastings	Older people expect green means they can get across whole crossing. Red confuses them
Hamilton	when crossing near school
Barry Rawlings	Use of puffin technology may help for slow starters at ped

Andrew, AKCC – Pedestrian countdown timers

Queen/Victoria Sts beneficial. No worsening of late starters. Initially 34% late starters due to queue space while waiting for green man

Quay St detrimental. Increase in later start and late finish. Late finishers was 1% but after 3 months trial it jumped to 10%

Both these intersections are exclusive peds

It is important to realize that people getting to end destination quicker than were previously due to countdowns being installed

DISCUSSION

Wayne talks about their trial in Hutt City	<p>Standard crossing exclusive ped phase. Scramble phase, car, ped, car, ped. Vehicle numbers lower than ped numbers. 3 month operation – council employees rate it positively digital/analogue green = walking man display red = time remaining ped perception was that they had longer time to cross</p>
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Brendon Tong, Whangarei CC – Give way to ped signage

Turning traffic driver compliance to peds is low. Suggesting trial to different signage to modify behavior

option 1 – flash red man fig and give way

option 2 – flash sign legend

Trial based on crash history

DISCUSSION

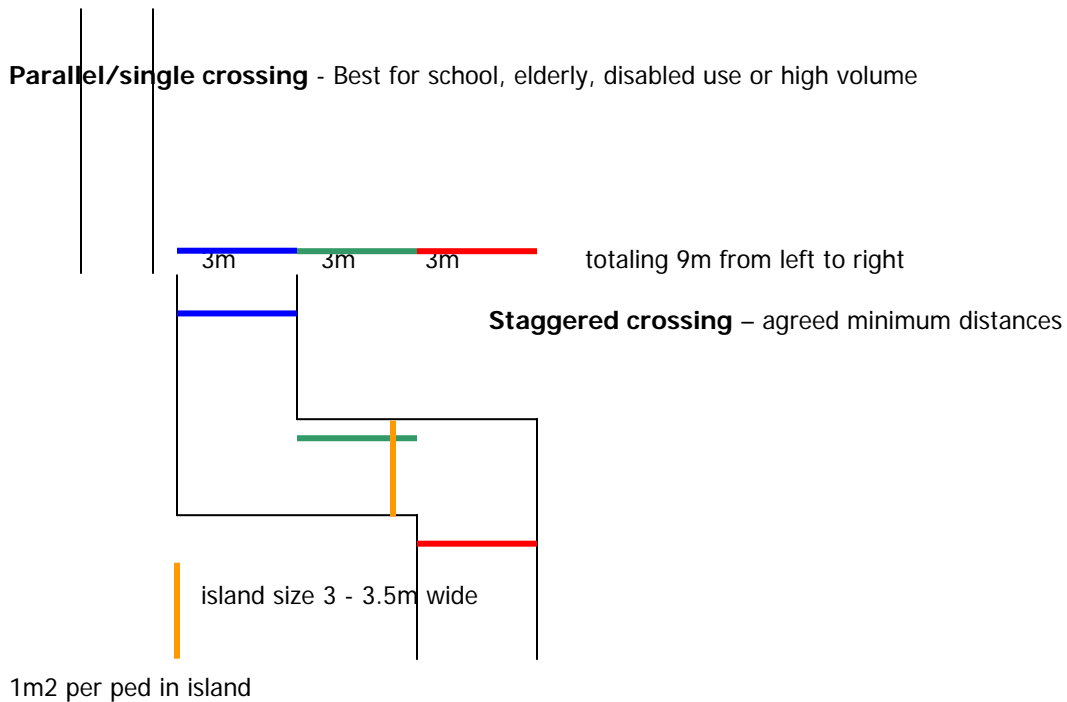
John, RDC	Had similar public complaints. Feedback re larger signs has been positive
Ross Thomson	If using larger signs position high enough so that people don't hit their head
Bill Sissons	Left turn red arrow shown for walk plus ½ clearance
Grant	Is it time for enforcement campaign

A show of hands showed support for Brendan to trail signs

Ross Thomson – Design standards for staged ped crossing

Created discussion about width of stagger, minimum width of island, optimum distance between legs

FOLLOWING AGREED



DISCUSSION

Barry Rawlings	Major roads and schools could use hold on green with teachers
John Gottler	'Steps' modeling tool used world wide
Bruce	1m ² per ped in island

Warren Lloyd, Viastrada – Innovative diagonal cycle crossing solution

signal engineers discussion on cycle way extensions
no approvals of safety audits done on presentation

DISCUSSION

Shaun Hamilton	Detection loop to prevent peds to use it? Saves them time/walk distance and they will be tempted
Wayne, Hutt CC	Have this diagonal crossing on transit rd already
Simon	What class of cyclist is this suited to? School, recreational, commuter?
Warren Lloyd	Definitely not school cyclist
Peter Evans	Cyclist may take right turn when through on way. How long has cyclist got to travel route? Min and max?
Unknowns	Who will be liable when right turn runs over cyclist?

When SNUG group asked for support or concern of proposal there was no clear majority

Ross Thomson – Cycle facilities/intersections

Seems to be no consistency for right turn cyclists

DISCUSSION

Bruce	competent cyclists will find a way
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ACTION - Safety auditors use best practice standards and get consistency

OUTSTANDING ISSUES

DISCUSSION ON CONTROLLER ISSUE INPUTS

Hayden	Ped guard rails no regulations in NZ or Australia no testing of materials staggered rail system untested pool fencing is commonly used
ACTION - Bob Gibson - Will take note and follow up ped guard rail regulations	
Michael Daley	Manuaku City has fence damaged
Bruce	Pool fencing has no sharp lines, easy to replace, visibility through it, rubbish blows out, good for blind to use bottom rail as guide
Ross Thomson	With staggered controlled crossing do you send peds towards traffic? R → L stagger
Bruce	Consider who for. Mobility scooters can't be turned. Fence height usually between 1.2 – 1.6 meters
Glenn	Any guidance on minimum lane width for left turn lane
Ross Thomson	Depends on vehicle. Tend to have no less than 3.5 – 3.8m to accommodate cyclist. B train needs 4m. also look at radius of curve
Graeme	Exit lane width more critical than entry lane width
Wayne	Gone down to 3m. 4.2m with cyclist
Bruce	Channel 300 = 3.3m minimum measure from curve face
Mary	Red light running when in own car with sun visor down can't see traffic light. Needs addressing
	Suggested 1.2m high lights when car at pole.
ACTION - Bob Gibson - To investigate options for visibility while at traffic light when sun visor down	
Tim ?	What do people think of left turn give way to peds
ACTION – Bruce - Quadriplegics have difficulty to push ped button. Research situation and circulate to SNUG members	
Ross Thomson	What is best ped tactical button on market? Feedback requirements for sound on all of the time
Bill Sissons	Timaru only beep at ped crossing when button held down for 5sec. Blind Foundation in Australia went to court and won when the beep was switched off at night
Wellington	Timaru disadvantage is that you loose the locating tone
Ross Thomson	Use RTS pads correctly when turn beep off
Shaun Hamilton	Boy racers like large push buttons, they cellotape it down and use as start timer for races
Brendon Tong	Young people use feet to operate button which breaks internal part. Is it a supplier issue
Christchurch	Design issue which they have now overcome and insist on micro switch – no damages since
Wellington	Had vandalism from day one. Had prototypes on how to prevent different sounds and kicking. Now install square hollow disk mounted under button which causes human injury to Achilles heel if kicked
Bruce C	Not seen blind people walking around at night so turn off sound as local residents complained of noise. Look at environment, location, beacon, background noise and remember that sound travels at night.

	Need to look at ways to cater to everyone
Wayne, Hutt City	Econolight – British Columbia has no moving parts. Stainless steel and motion detector
Pete Crone	Victoria has unbreakable infra red. When offered in NZ there was no interest due to cost. Is there need for audio
Anton S	Portaloos use infrared detectors to get water flowing. Use same technology?
Bruce C	If noise at ped left on all night residents could take action against council under resource management act

ACTION – SNUG members give Tim Hughes feedback

SNUG COMMITTEE AND VENUE FOR 2008

Agreed to be same as 2007

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

2008 workshop location – Whangarei nominated

2009 workshop location – Wellington nominated

ACTION FOR COMMITTEE - Bob Gibson wants SNUG active in MOTSAM and suggested SNUG committee could be MOTSAM committee

ACTION FOR PRESENTERS - All presenters to forward PowerPoint slides to Ross Thomson for loading on website

2007 SNUG meeting closed at 4pm and thanks was given to sponsors for gifts, meals, drinks as well as John for organizing the venue and Bill for helping