

24 October 2013

IRO-3717

Greg Bodnar

(Via email - FYI-request-1175-df4ddc97@requests.fyi.org.nz)

Further to my email of 18 October 2013, I can confirm that your request has been granted and for no cost at this time. You have asked for the following information;

“To fulfil this request, I would like the following details:

- 1) Policy that governs the timing of the traffic signals, including the pedestrian phases***
- 2) The programmed timing for each phase of a full cycle of traffic signals at peak and off-peak periods***
- 3) Vehicle counts, if known, at each signal***
- 4) Pedestrian counts, if known, at each signal for each of the following signalled crossings:***

- 1) Intersection of John St and Hanson St***
- 2) Intersection of John St, Adelaide Rd and Riddiford St***
- 3) Intersection of Riddiford St and access to Wellington Regional Hospital, near 27***
- 4) Pedestrian crossing of Riddiford St between Wellington Regional Hospital and Ronald McDonald House***
- 5) Intersection of Adelaide Rd and Hospital Rd***
- 6) Pedestrian crossing of Adelaide Rd between 100 and 113”***

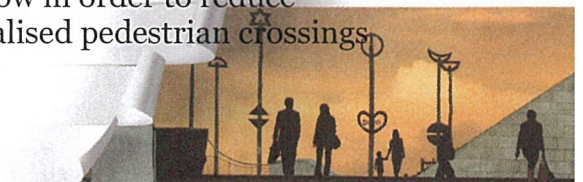
Back ground information

Adelaide Road and Riddiford Street are designated in the Council's District Plan as Principal Roads. These roads are designed to provide access to motorways and to arterial roads. As such, they have a dominant through-traffic function and carry the major public transport routes.

Adelaide Road and Riddiford Street currently carry approx 22,000 vehicles per weekday. These roads provide a key critical link to the Regional Hospital and the southern suburbs such as Newtown, Berhampore, Island Bay and Melrose. They also function as a major public transport route to these key destinations with peak time bus lanes on Adelaide Road.

The traffic signals along these two principal roads are coordinated to allow traffic progression northbound and southbound and to ensure that traffic congestion is minimised by reducing the number of stops along this route. The traffic signal coordination is necessary to operate these principal roads efficiently to serve all road users.

Pedestrian facilities are included at each intersection to allow pedestrians to cross these principal roads safely. The pedestrian phases are designed at most intersections to operate in parallel with the traffic flow in order to reduce overall delays for all road users. There are two signalised pedestrian crossings



on Adelaide Road (between 100 and 113) and Riddiford Street (outside the Regional Hospital) where the pedestrian crossing phase can only operate when traffic movement is stopped. As a result of the traffic signal coordination requirements, pedestrians using these signalised facilities to cross these principal roads will have to wait longer than if the pedestrian crossing phase operates in parallel with the traffic flow.

Answers to your questions

1. The Council adopts the current best practice for traffic signals timing including pedestrian phases as outlined in the following documents:
Austroads Guide to Traffic Engineering Practice: Part 7 - Traffic Signals
Austroads Guide to Traffic Management: Part 9 - Traffic Operations and
NZ Land Transport Rule - Traffic Control Devices.

Council also operates widely used international Traffic Signal control software called 'SCATS' (Sydney Coordinated Adaptive Traffic System) to monitor, evaluate and respond to the changing traffic demands at the signalised intersections.

2. The programmed timing for each phase of a full cycle of traffic signals at peak and off-peak periods varies depending on traffic and pedestrian demands at any given time of day, as per the SCATS system above.

3. Vehicle counts are collected continuously at each traffic signal. As your request currently stands, the requested data is substantive and broad to collate given you have not indicated any specific day or time frames. As such, you will need to refine your request and be more specific with the period required before the Council can progress this part of your request for the 6 named intersections of interest to you. Please come back to me with further detail, date and time period if you wish to progress this part of your request.

4. Pedestrian counts are not collected at each traffic signal so this information is not held by the Council. However the pedestrian demands are recorded in the signal system so please advise if you want this information and if so, the specific date and time period etc.

Summary

Given the specialised nature of the information you have requested and the absence of any specific dates and time frames, I suggest it may be worth arranging a visit to the Traffic Signal Control Room at the Council to assist in explaining the intricacies of the SCATS management system across the Transport Network. Please contact Soon Teck Kong, Manager of Transport Network on 021 227 8093 to arrange a suitable time.

Yours sincerely



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