

SNUG Regional Update 2023



[New Zealand Government](#)

WTOC Signals Growth/Developments

- Approx 10 new sites over the past 12 months
- Introduced CAD for in house AsBuilts
- Currently working through the migration of Palmerston North City SCATS to WTOC
- WTOC Regional Special Conditions Document
- Project engagement



Challenges



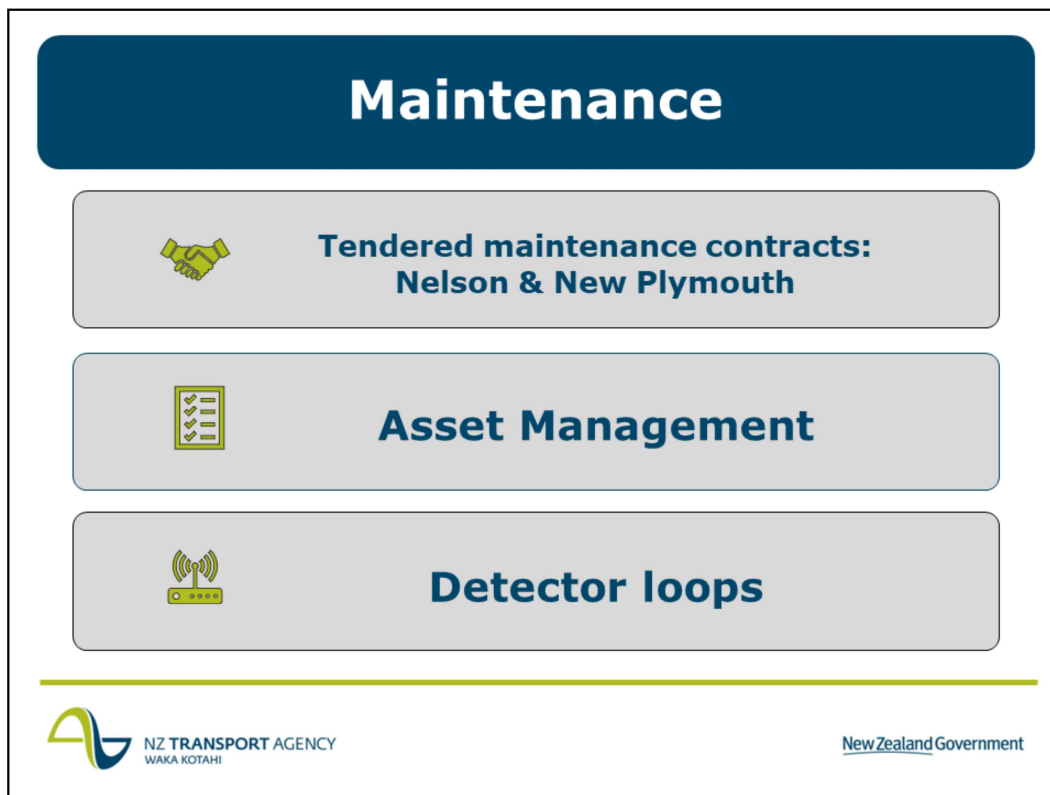
Maintenance



Damage to traffic signal assets is not typically a common occurrence for some of the regions we manage.

But within the last month in Wellington we've had to replace several assets due to incidents and failures on the network.

Timely reminder for H&S, barriers through LCLR etc.



With local councils leading the process the Nelson and New Plymouth traffic signals maintenance contracts were tendered and awarded.

Last year I discussed our focus on using RAMM for asset management. As a result of that work we are now assisting Nelson and New Plymouth City Councils with updating their systems to provide an improved system setup and structure.

Replacing detector loops is an on-going challenge. The total cost and time of replacing a loop when factoring in the TTM process and resource is pushing us to look at other alternatives such as radars. We are however trialling a process with Wellington Transport Alliance's pavement team to install loops in to the milled surface to lengthen the life of both assets. Whilst this might seem like a no brainer and simple solution, doing the methodology of doing the work is always a challenge.

Projects



- M2PP & PP2O
- NZUP Queenstown – In progress...
- Transport Choices – In progress...
- Riverlink – Coming 23/24
- Speed Infrastructure Programme SH2 Hutt Valley – Coming 23/24

M2PP & PP2O are largely complete with the addition of 4 new and 3 renewed signalised intersections along the old SH1 alignment through Kapiti Coast.

We are now working through proposals for improved facilities and levels of service at the existing signalised intersections to make them more practical for local road traffic volumes and pedestrian and cyclist use.

NZUP is well underway. We are working closely with the Alliance to review intersection designs, provide operational support during the construction stages and onboard and setup the new sites to SCATS. This project is looking to deliver a mixture of approximately 20+ new signalised intersections and pedestrian crossings over the next 4ish years.

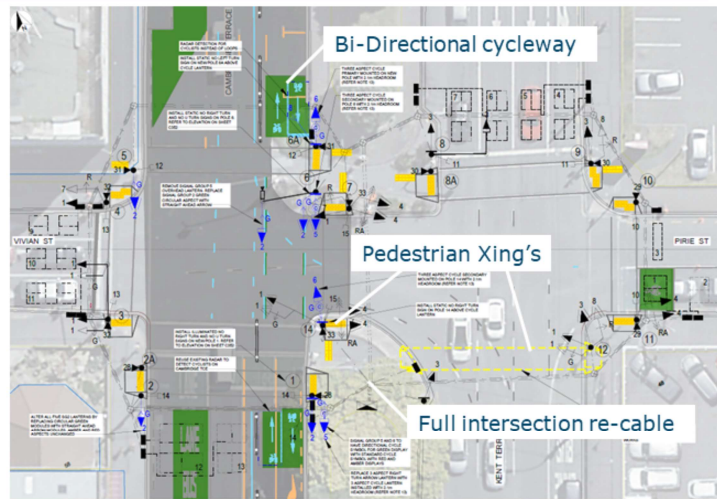
Transport Choices is a fairly new project on our radar. We are involved with projects in New Plymouth, Palmerston North, Timaru and Oamaru with the aim to deliver safer walking and cycling facilities and connecting schools with key destinations throughout the network that will result in a number of changes to signalised intersections on both the local and state highway networks.

The Riverlink Project will deliver several improvements for Lower Hutt City with the most notable being the installation of a new grade separated signalised interchange and removal of the existing Melling intersection on State Highway 2. Being a

100km/h zone the Speed and Infrastructure Programme are reviewing current speed limits along this route and installing traffic signals at other high risk intersections.

SH1 / Kent / Cambridge

- WCC / Waka Kotahi
- LGWM
- Transitional Cycleways



Another project and good news story was the upgrading of a significant SH1 Wellington CBD intersection.

In collaboration with WCC, LGWM and the Transitional Cycle Way Programme we were able to fully upgrade this intersection whilst delivering improved facilities for pedestrians and provide a separated north/south cycling link along Cambridge Tce.

Leading up to implementation this corridor had 300 cyclists during morning and evening peaks so I wouldn't be surprised if that number has now increased.

As a result of the successes of this upgrade we will be looking for other opportunities to combine similar works, especially within the CBD where restrictions and methods of working need to be carefully planned to minimise impacts to road users and residents.

Signalised Cycle Phases



- Transport Choices Programme
- PNCC trialling this shared lane arrangement for 1 week
- Gather data and assess traffic impacts
- Determine if shared arrangement will be suitable for foreseeable future

When it comes to cycling facilities we are seeing more separated cycle ways being proposed at a number intersections in lower north island regions under the transport choices programme.

There are some operational challenges to managing cyclists in conjunction with left turning motorists under a shared left/through lane arrangement. Shared lane arrangements are being proposed when there are carriageway width limitations.

Considerations:

- Public comms to advise of the trial and what to expect
- Personality has been slightly amended to replicate operation if there were to be signalised cycle movements
- Cycle ways have not been incorporated under the trial, this is purely a data gathering exercise to understand traffic impacts under shared lane arrangement

As signalised cycle ways at intersections are becoming a more common proposal, I believe national guidance/alignment is required to ensure cyclists are managed in a consistent manner at signalised intersections.

I know of few people presenting on similar challenges and am keen to see best approach.

Upcoming over the next 12 months...



Technology trials



15 new signal sites



SCATS Cornerstone



Maintenance contract tendering

Questions



If you have any questions, feel free to come chat to me