

60341 Management and Optimisation of Traffic Signal Coordination

Citywide Signal Optimisation

Does the Council operate a formal policy, programme, if any, or scheduled process for the periodic review and optimisation of traffic signal timings and corridor coordination?

No.

If so:

When was the most recent network-wide optimisation or review undertaken?

N/A

Please provide any existing document summarising that review or the governance framework under which it operates.

N/A

What proportion (or approximate percentage) of signalised junctions currently operate under coordinated control (e.g. SCOOT, UTC-linked corridors, CLF groups) as opposed to standalone VA or fixed-time operation?

74%

When reviewing or configuring signal coordination, does the Council use defined performance metrics relating to:

Vehicle delay or congestion;

No.

Stop-start frequency;

No.

Transport-related emissions?

No.

If so, please provide any existing document describing these metrics or performance criteria. If not, please indicate so.

N/A

Queen Street

Although Queen Street has previously been described as linked under UTC control, please confirm:

Whether active signal coordination (i.e. progression-based timing designed to optimise traffic flow along the corridor) is currently in operation;

The corridor is under fixed-time UTC control

If coordination is in operation, whether it operates:

Continuously (24 hours), or

Only during specified time periods;

Monday – Friday 0630 to 2200 hours; Saturday 0630 to 2100 hours; Sunday 0630 to 1900 hours

If coordination is not currently in operation, please confirm whether the signals are instead operating under independent VA or fixed-time control.

N/A

Whether different time-of-day timing plans are used on Queen Street, and whether those plans are coordinated or standalone.

Each site has fixed time plans for the AM peak; off-peak; and PM peak.

Please confirm whether the current configuration on Queen Street is intended to provide coordinated vehicle progression along the corridor.

Co-ordination is provided west to east along Queen Street from North Charlotte St to Hanover Street & East to West from Hanover Street to South Charlotte St. With Hanover having a higher priority due to demand. This operates on a tidal flow depending on time of day.