

















Presenter

On the issue of public transport signal prioritisation, the audit found that:

- To promote the use of public transport and assist trams and buses to cross traffic intersections more efficiently, a traffic signal priority program was commenced in the 1980s by VicRoads.

- Under the traffic signal priority program, trams and buses should be able to get traffic light priority in SCATS.

- Melbourne's tram network uses a loop detector system, which relies on sensors installed in the road pavement to detect the physical presence of a tram. The audit found that this tracking system is obsolete and has no interface with VicRoads ICT traffic system or the SCATS system.

- An important difference between bus and tram priority systems is that the position of the bus is usually known more accurately at a larger number of points. However, since August 2013, no bus in Victoria is interfaced with VicRoads ICT traffic system or the SCATS system.

- This means that both Melbourne









Presenter

The audit also recommended that:

5. PTV works with VicRoads to better use technology to give trams and buses improved road priority.

6. VicRoads improves performance monitoring of deployed ITS and assets.

7. VicRoads, as a priority, makes improvements to the traffic signal review program by increasing review

frequency and working with stakeholders.

8. VicRoads better informs decisions, and evaluates the costs and benefits of the further deployment of ITS assets.



Contact details

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