

Vale Peter Lowrie

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Peter was profound in summarising points in unusual ways. As an example, an article in the Australian Financial Review in 1991 about Shanghai states "*Peter Lowrie, the RTA's traffic systems manager, says that on his first trip to Shanghai in 1984 it was quite common for taxi drivers to turn off their engines at traffic lights. "The system jammed up. You could wait six or seven minutes," he says. "Now they do not have a chance to turn their engine off."*" I think that might have been after installing SCATS.

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One of Peter's most significant contributions to SCATS is how it actually measures traffic. Most people know that SCATS uses loop detectors for measurement and often that SCATS uses traffic counts for decision making. Other people go beyond this and assume that SCATS uses occupancy. Fewer people know that SCATS actually measures the opposite of occupancy, what we refer to as non-occupancy, which is the primary influence of decision making in SCATS. We can thank Peter for this ground-breaking discovery and the way it differentiates SCATS from other systems.

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