

## **EAST AYRSHIRE COUNCIL**

**CABINET – 14 JANUARY 2009**

### **MAINTENANCE AGREEMENT FOR KILMARNOCK TOWN CENTRE URBAN TRAFFIC MANAGEMENT AND CONTROL SYSTEM**

#### **Report by the Executive Director of Neighbourhood Services**

## **1. PURPOSE OF REPORT**

**1.1** The purpose of the report is:

- (a) To advise the Cabinet of the need for a maintenance agreement for the servicing and repair of the computerised "SCOOT" traffic control system within Kilmarnock Town Centre; and
- (b) To seek Cabinet approval for the Head of Roads & Transportation to negotiate a single supplier contract with PEEK Traffic Ltd, who supplied and installed the system, for a comprehensive maintenance contract for the SCOOT system.

## **2. BACKGROUND**

**2.1** A computerised Urban Traffic Management and Control (UTMC) system was installed for the management and co-ordination of 17 signalised junctions and 11 pedestrian crossings within Kilmarnock Town Centre in 2004. The UTMC system is more commonly known as the SCOOT system. The system was supplied and installed by PEEK Traffic Ltd after the company submitted a successful competitive tender for the work in October 2004.

**2.2** The contractual maintenance period during which PEEK Traffic Ltd were responsible for the maintenance of the system and repairs has now expired.

**2.3** SCOOT UTMC systems are highly specialised and only two companies in the UK are approved by the Department of Transport. Both of the companies submitted tenders for the supply and maintenance of the system in 2003 and the PEEK Traffic Ltd tender offered overall best value.

**2.4** The Council currently has a contract in place with PEEK Traffic Ltd for the maintenance and repair of all the traffic signal installations (excluding the SCOOT equipment) in East Ayrshire. This contract has a further two years to run.

## **3. SCOOT SYSTEM OPERATION AND BENEFITS**

**3.1** The system is controlled by a central computer which runs the SCOOT software and communicates with the on-street traffic signal controllers using dedicated phone lines. The SCOOT system receives traffic flow data from traffic loop detectors embedded in the road carriageway. This information allows the system to respond to continuous variations in traffic demand and maintain constant coordination of the traffic signal times to enhance the efficiency of vehicle movements and minimise delays for buses, essential service vehicles and cars.

During off-peak periods, the system allows cycle times to be reduced resulting in significantly reduced delays for pedestrians.

- 3.2** The system provides automatic reports on faults and lamp failures to speed up repairs and minimise delays due to faults. The system also allows greater control of traffic signal timings to deal with situations such as emergency road closures and traffic management works.

#### **4. MAINTENANCE PROPOSALS**

- 4.1** The SCOOT system was provided by PEEK Traffic Ltd and the Council has to pay an annual licence fee to the company for the system. The computer hardware for the system requires specialist configuration which can only be undertaken by PEEK Traffic Ltd. The company also developed the software and other key components of the system which have to be maintained by them.

- 4.2** It is now proposed to negotiate a term contract with PEEK Traffic Ltd for future maintenance, repairs and upgrades of the SCOOT system. A negotiated agreement will be based on the tendered market rates supplied in 2003 and will ensure repairs and servicing are carried out by technical support staff who can optimise the efficiency of the system and minimise traffic delays. The contract would also allow the future co-ordination of the signals maintenance and SCOOT maintenance contracts.

- 4.3** Subject to the agreement of terms, it is proposed that the term of the negotiated contract shall be two years, with the option to extend for a further year.

- 4.4** The proposed SCOOT maintenance package would comprise: -

- All computer systems Software Maintenance *and software licence*
- All Hardware Maintenance
- Help Desk for specialist Technical Support
- Annual SCOOT System Check
- 4-hour response time repairs (07:00 to 19:00, Monday to Friday)
- The replacement of all central control equipment should a fault arise.

- 4.5** It is estimated that the cost of maintaining the SCOOT system would be approximately £11,000 per annum (including software licence fee) and would be based on the maintenance rates submitted in the PEEK tender in 2003. The rates in the second year and the optional third year, if taken up, would be subject to an annual increase in line with inflation.

- 4.6** Additional costs will be chargeable in respect of the replacement of failed or damaged SCOOT equipment housed in the traffic signal control boxes on-street and any re-calibration of the system that might be required to take account of changing traffic patterns. This work would also be carried out at rates submitted in the original tender.

#### **5. LEGAL IMPLICATIONS**

**5.1** The Council's standing orders in relation to contracts [paragraph 20 (1)] require Cabinet approval to be sought before tender negotiations can take place with a single contractor.

**6. FINANCIAL IMPLICATIONS**

The cost of the maintenance agreement will be met from existing budgets.

**7. POLICY IMPLICATIONS**

None

**8. COMMUNITY PLAN IMPLICATIONS**

A well-maintained SCOOT system will help to minimise vehicular conflicts and contribute to improved community safety. It will also reduce traffic delays thereby improving accessibility for economic activity and will minimise delays for buses and pedestrians to better achieve the social inclusion goals of the Council.

**9. RECOMMENDATIONS**

**9.1** It is recommended that the Cabinet:

- (i) Notes the need for a maintenance agreement for the servicing and repair of the SCOOT Urban Traffic Management and Control system for Kilmarnock Town Centre; and
- (ii) Remit to the Head of Roads and Transportation to negotiate an appropriate contract with PEEK Traffic Ltd for the maintenance of the SCOOT system based on previous tendered rates.

William Stafford  
Executive Director of Neighbourhood Services

WS/JB/ARV  
7 January 2009

**BACKGROUND PAPERS**

Nil

For further information on this report, please contact Keith Orton, Acting Chief Engineer, Traffic, Safety & Transportation (Tel: 01563 555714)

Implementation Officer: Alan R Vass, Traffic Engineer, Traffic, Safety and Transportation (Tel: 01563 555504)