36900

Please send some example (i) schedules of rates and (ii) frameworks that include traffic management / temporary traffic light products / services
- How long are these frameworks set for?
- How frequently are schedules of rates for these products / services updated?

There is a specific Traffic Management (TM) framework (CT2676) for the provision of dedicated Traffic Management. This is issued under a four year contract based on a 2+1+1 arrangement, this is in its 3rd year. Please see the sample BoQ provided.

There are a number of different frameworks which will include an element of TM as well. Depending on the type of contract (direct award / Mini competition) the schedule of rates / scope varies considerably. The main framework which contains TM is our Roads Framework (CT2205). This is generally reviewed on a 4 yearly basis and is currently out to the open market. Therefore, the SOR and framework conditions are freely available on Public Contracts Scotland.

What are the criteria that councils use to evaluate traffic management providers against their frameworks? (e.g., quality – what comprises this? Environmental / H&S considerations?)

This will vary with the different frameworks. The assessment criteria for the direct Traffic Management framework was 30/70 - Quality/Cost

In general quality captures: H&S / Environment / Capability / Community Benefits

Which KPIs does the council use to keep track of these objectives? (e.g. how is quality / price measured and compared)

This will vary with the different frameworks. The assessment criteria for the direct Traffic Management framework (CT2676)

- Quality of labour, plant and equipment supplied as requested in Work Order
- Accuracy of invoicing
- Skills and experience of labour force

Within your organisation, what are the job titles with responsibility for:
- Design and specification of traffic management systems
- Procurement of traffic management systems / services
- Evaluation of traffic management provider performance

This will vary considerably with the different frameworks.

- Generally, the need identified by scheme "Engineer" and then designed by the "Main Contractor" or "TM Contractor",
- Either the "Main Contractor" or in-house "Engineer / Team Manager",
- Either the "Engineer" or "Team Manager".

What proportion of roads are classified as traffic sensitive? Split by road type (A, B, C, etc.) if available.

We do not hold figures on Traffic Sensitive Roads on an annual basis. We can however, supply figures reflecting what is currently on our system as Traffic Sensitive.

ROAD CLASSIFICATION	Number of Traffic Sensitive Streets	Percentage of network
A (incl 3 roads which are also part 'B')	193	3.34%
B (incl 3 roads which are also part 'A')	80	1.39%
C	123	2.13%
M	3	0.05%
U	137	2.37%
TOTAL No. of Traffic Sensitive Roads	536	9.28%
TOTAL NUMBER OF STREET RECORDS	5773	

Please note the following:
- Not all roads identified as Traffic Sensitive are traffic sensitive along their entire length. In some cases, only a section of a road maybe traffic sensitive.
- Not all roads that are classified ABC etc are classified along their entire length or have the same classification throughout.
- Some roads have numerous road names along their length e.g. Corstorphine Road, Leith Walk, Inverleith Row. All those road names have been included.

The following record types have been removed to avoid duplication in the totals given:
- Type 2 Unnamed (Descriptive) Records for Motorways. Motorways were split into multiple sections per the Gazetteer Conventions therefore e.g. M9 has a single Type 3 Numbered record for the whole road & also 20 Type 2 records - 1 for each section These Type 2 records for each motorway have been removed leaving the single Type 3 record for each so that each motorway only gets recorded once.
- National Cycle Routes (4 records) - any sections of these routes which are on traffic sensitive carriageways, will have been identified already as part of those roads. Including the NCR routes would therefore be duplication.
- Type 3 Numbered Road records - e.g. The A1 (a numbered road record) runs from Waterloo Place to the boundary with East Lothian & includes a large number of Type 1 named roads which have been included in the figures already therefore the numbered road record has been removed to avoid duplication
- A few lengthy roads have been split where they cross a postal boundary e.g. Calder Road, therefore duplicate records have been removed.

For each of two-/three-/four-way temporary traffic lights, how many are installed in a year?
a. 2019-20
b. 2020-21
c. 2021-22

This level of information is not captured.

What percentage of installed two-/three-/four-way temporary traffic lights use automated traffic detection systems for improving traffic flow (e.g. SRL's Adaptive Detection System (ADS) / Pike's AutoGreen)?

When setting up temporary signals, 98% of them will be set up to operate vehicle actuated to ensure they operate as efficiently as possible. We are unsure what the systems mentioned in your examples are and if they are different to normal vehicle actuated operation.

What percentage of installed two-/three-/four-way temporary traffic lights use UTMC?

2019-2020 - 1
2020-2021 - 1
2021-2022 - 3