

**TRANSPORT FOR LONDON**

**SURFACE TRANSPORT PANEL**

**SUBJECT: UPDATE ON SCOOT PROGRAMME**

**DATE: 11 MAY 2011**

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**1 PURPOSE AND DECISION REQUIRED**

- 1.1 This paper updates the Panel on the deployment of Split Cycle Offset Optimisation Technique (SCOOT) across London.
- 1.2 The Panel is asked to note the paper.

**2 BACKGROUND**

- 2.1 The introduction of SCOOT technology at existing traffic signals locations is a Mayoral priority and is a major element of the smoothing traffic flow agenda.
- 2.2 SCOOT is a computerised method of traffic control, using sensors buried in the road to dynamically optimise traffic signal timings according to current traffic demand. It is considered to be the most efficient method of traffic signal control in an urban environment.
- 2.3 Under normal traffic conditions, SCOOT can reduce delays at traffic signal junctions by up to 12 per cent. During an incident on the network, such as a road accident, this can rise to up to 29 per cent.
- 2.4 In April 2009, one-third (approximately 2,000) of London's traffic signals operated using SCOOT technology. The Mayoral SCOOT programme, which started that year, aimed to upgrade a further 1,000 of London's most important traffic signal locations over a four year period to 2012/13.

**3 PROGRESS UPDATE**

- 3.1 SCOOT technology has been installed and optimised at a further 314 locations. Analysis to date, suggests that these new sites are delivering, on average, a 12.4 per cent reduction in delays. High profile locations where SCOOT has recently been installed include:
  - (a) A40 Savoy Circus – achieving a 9.5 per cent reduction in delay in the evening peak;
  - (b) A40 Gypsy Corner – achieving a 19.2 per cent reduction in delay in the morning peak;
  - (c) A23 Brixton Hill/Streatham Hill – achieving an 18.8 per cent reduction in delay in the morning peak;

(d) A23 Brixton Road/Loughborough Road – achieving a 13.9 per cent reduction in delay in the morning peak; and

(e) Shooters Hill – achieving a 29.1 per cent reduction in delay in the morning peak and a 27.1 per cent reduction in the evening peak.

3.2 In terms of the benefits seen by the travelling public, London Congestion Analysis Project data suggests that the introduction of SCOOT at Savoy Circus and Gypsy Corner has delivered on average a three minute journey time saving for general traffic.

#### **4 RECOMMENDATION**

4.1 The Panel is asked to NOTE the paper.

#### **5 CONTACT**

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