



## The latest from the leading supplier in the Highways and Urban Markets

### Mason Hatton, Managing Director

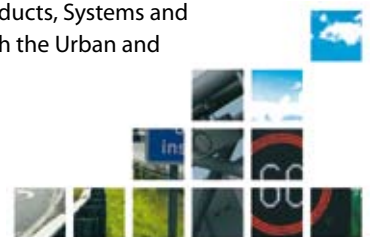
It has been nearly two years since Peek were acquired by Imtech, and we have seen many benefits of being owned by a large multi-disciplinary organisation, including access to new markets, new product development areas and a range of different skills and competencies to complement our ongoing activities.

In 2008, we re-structured the Peek UK organisation to continue to drive the business forward to meet the market demands. We created the Urban and Highways Operations Directorate, to focus on their market sectors, delivering our portfolio of Products, Systems and Services. Product delivery within Peek is seen as a critical activity to underpin our portfolio. To support this, in 2008 we brought together engineering and production under one directorate, ensuring end to end responsibility and support for our range of products.

In 2008, the UK economy suffered severely from the global financial crisis and slid into recession. Though the market place is difficult, Peek UK is positioned well to minimise the impact, by continued investment in its product set and by building on the relationships with the Highways Agency (HA), Transport for London (TfL) and the Local Authorities.

Peek UK have a number of key flagship contracts. With our Joint Venture partner Mouchel, we provide the HA with technology design, implementation and maintenance services under the TechMAC commission for two areas, Eastern and East Midlands. Following the successful initial trials of Active Traffic Management (ATM) around the M42, which has shown significant benefits in terms of increase capacity (through the use of the hard shoulder at congested times) higher vehicle flow rates (through variable speeds), better safety (through enforcement) and reduction in pollution, we have been commissioned to provide further extensions to the M42 system and are positioned well for future roll out of ATM in the UK. In London, we successfully bid for the maintenance of TfL's traffic signals and other equipment and won 3 of the 6 London clusters, looking after equipment at over 2,000 sites. Additionally, we have a framework contract with TfL to develop and supply the latest generation of traffic controller, the Trojan, based on our current market leading product PTC-1®. In the Urban sector, Peek's delivery of the Coventry Primelines ITS project is an excellent example where our Products, Systems and Services offering delivers value to our customer and our involvement in the Urban Traffic Management and Control (UTMC) programme, allows our customer true interoperability across a range of technologies.

Looking forward, Peek UK will continue to build on its strong position in the market by listening to our customers' requirements, through the delivery of Products, Systems and Services and through our expertise in both the Urban and the Highway markets.



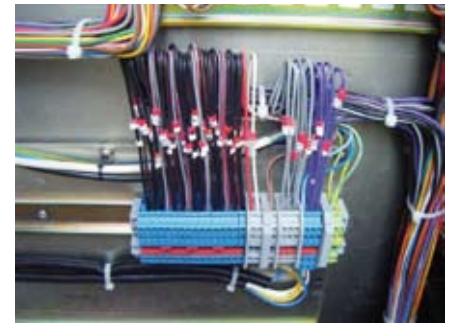
# Walsall Town Centre Transport Package



This contract is for thirteen traffic signal installations all under Peek UTC control and is scheduled for completion early 2009.

One of the most complex installations under this contract was the removal of a major roundabout and the installation of a sixty nine pole, thirty phase junction. This was one of the first major tests for the Peek PTC-1<sup>®</sup> controller. The configuration of the

site was a challenge, however the site was installed and commissioned on programme with no issues. UTC control was achieved prior to switch on, the complexities of the site required immediate UTC control to enable any traffic issues to be resolved from the installation.



## TfL Update – the Trojan Controller

Peek is pleased to announce that the trials of the Trojan Controller (based on the already successful PTC-1<sup>®</sup>) have been progressing well and the first Trojan controller supplied to TfL has been commissioned. A further 5 controllers are scheduled for commissioning in quick succession over the next few weeks to form part of the trial geared towards full acceptance of the Trojan controller by TfL.



## SWANSEA METRO

Peek was awarded the contract to install 9 junctions under the Swansea Metro Scheme.

The contract started well but soon got into difficulties when additional civils works were identified. The main contractor had a completion date of the 1st of December which, due to the delays, looked to be an impossible task. They flooded the contract with labour to install ducts, chambers and poles as well as kerbing and other footway work. In the final two weeks Peek had to install 4 large junctions working alongside an army of civils contractors.

To meet the target completion date we drafted in staff from other regions, used our sub contractors and worked long hours, 7 days a week. The teams worked through the night to enable switch on

of the final junction which went very smoothly.

Peek's commitment and effort were recognised by the main contractor who took the time to write to us and thank us for our significant contribution to the success of this initial phase of the scheme

Peek was awarded the contract to supply and install the signals equipment for Phase 2 of the Swansea Metro Scheme by the main contractors Alun Davis (Contracting) Ltd; this followed the successful, on time completion of Phase 1. Peek will provide the new PTC-1<sup>®</sup> controller with integral OTU to operate the signals as well as using the latest Peek CLS LED signal heads. The CLS LED signal



head will operate at 230V but will only use 12 watts of power on bright (this will drop to less than 6 watts on dim) because the PTC-1<sup>®</sup> can monitor the signals without the use of any emulation, thus reducing the overall power consumption of the site. The PTC-1<sup>®</sup> integral OTUs will be connected to a Peek SCOOT installation using standard V23 modems and will be converted to IP in the near future.



## TRAFFIC MANAGEMENT PROJECT

### Dunfermline

In June 2007 Peek was successfully awarded the Dunfermline traffic management UTC system. The UTC system monitors and manages the new traffic signals in Dunfermline town centre and incorporates SCOOT and MC3 functionality.

The main contract was awarded to Peek by DCT Civil Engineering, the successful main contractor for the redesign of "The Sinclair Gardens Roundabout". This included the supply and maintenance of signal equipment to upgrade the existing junctions along Carnegie Drive as well as a number of signalised pedestrian crossings leading to and from Sinclair Gardens Roundabout.

In order to minimise ongoing revenue costs Fife Council decided to specify MESH radio communications to provide the communications backbone. This will reduce the costs associated with leased lines.

#### Existing site overview:

Carnegie Drive is the main road through Dunfermline between the Kincardine Bridge and M90 and consisted of 5 x C3000 controlled VA junctions and a dual crossing, the existing signals often caused traffic congestion problems particularly at the morning and evening rush hour.

#### Proposed Specification:

The tender specification required that all junctions be fully upgraded to LED signals with an additional junction, 3 x pedestrian crossings and a signalised roundabout. All of the new signals had to be under UTC control and also make

use of a green wave facility, to accommodate the police station which sits next to the roundabout

#### Traffic Signal Installation:

With ongoing extensive road works in such a small road area, Peek had to be flexible with the installation work on the various sites. We had to work productively at short notice as and when a particular junction or road space became available to us from the civils contractors. Sinclair Gardens Roundabout signalisation consisted of 22 phases and 8 streams and this was the very first PTC-1<sup>®</sup> controller to be installed in Scotland. 52 poles had to be installed and cabled, the use of a jointing cabinet on the opposite side to the PTC-1<sup>®</sup> controller proved invaluable as it saved on cable and installation time.

**Additional works:** Due to the success of the Sinclair Gardens Roundabout signalised project, Peek was awarded an additional two similar but somewhat smaller projects from Dunne Group, the main contractors involved in the delivery of the new Queen Anne Street Bus Station and Mivan who were involved in building a £50m extension to the Kingsgate Shopping Centre at Dunfermline.

## Leading the way in Transport Initiative Schemes

**LEEDS INNER RING ROAD (LIRR) STAGE 7 & EAST LEEDS LINK ROAD SCHEMES.** Peek has worked closely with Leeds City Council's Department of Highways and Transportation to complete the missing section of the City's Inner Ring Road.



The route runs from Richmond Bridge over the River Aire and connects with Junction 4 of the M621 Motorway, with slip road links onto the motorway. The Stage 7 schemes consisted of 5 junctions, 4 dual pedestrian crossings, 2 refurbishment junctions and a Variable Message Sign. Connecting to the Stage 7 Inner Ring Road Scheme is a newly constructed East Leeds Link Road with 1 gyratory, 1 junction, 1 single pedestrian crossing, 2 dual pedestrian crossings, 1 dual Toucan and a MOVA controlled roundabout installation at Junction 45 of the M1 link road.

The LIRR Stage 7 scheme completes a continuous circulatory route around the south of Leeds. Opening of the Stage 7 scheme will improve travel times across the City, and relieve congestion in Hunslet and Holbeck, as well as the city centre itself.

Peek's latest PTC-1<sup>®</sup> traffic signal controllers were installed across the Stage 7 scheme. For each site the controller's web browser was loaded with a copy of the TR2500 specification, cable run sheets, colour codes and a real time mimic drawing. The mimic is a CAD based drawing of the junction with changing symbols that indicate (in real time) phases and changing detector states which the engineer can gain access to through the engineers port. Peek's Elite traffic signal heads were also installed throughout the scheme. The Peek Chameleon<sup>®</sup> UTMC compatible, IP-enabled outstation units completed the installation.

Finally, at Junction 45 of the M1 link road, the roundabout was signalised using Peek's PTC-1<sup>®</sup> controller and Peek's Chameleon<sup>®</sup> MOVA. The junction is controlled by two linked controllers working under MOVA dual stream control.



## LATEST NEWS FROM THE HIGHWAYS DIVISION

Peek has a strong track record working with the Highways Agency, delivering key technologies for a variety of different activities including Active Traffic Management, Ramp Metering and NRTS.

### ACTIVE TRAFFIC MANAGEMENT & MANAGED MOTORWAYS

In late 2005, the Highways Agency implemented a new pilot scheme called Active Traffic Management (ATM) on the M42 between junctions 3a and 7. Controlled from the West Midlands RCC at Quinton, Peek provided a separate HATMS system for this pilot development which saw the introduction of new software to provide Operators with the facility to use the hard shoulder as a running lane during periods of high congestion. Key to the development of this new software was its safe operation

under all circumstances. As such, the software was based upon similar safety related software previously developed by Peek that provides a Tidal Flow facility on the A38M where the number of running lanes in or out of Birmingham can be varied between two and four.

Within an Active Traffic Management scheme, traffic incidents or high levels of congestion are detected by MIDAS and cause the HATMS system to implement mandatory speed settings on overhead Advanced Matrix Indicators in a scheme known as 'Controlled Motorways'. Enforcement of these mandatory settings is made using the Peek supplied Digital Enforcement Camera System (HADECS) which encrypts evidence before transmitting this over secure links to a central processing facility.

The huge success of the ATM Pilot Scheme has led to the further planned deployment of ATM schemes around the Birmingham Box motorway network (M6, M42 and M5 motorways). During 2009/10, Peek will provide a series of HATMS system upgrades to introduce new ATM Controlled Motorway and ATM Hard Shoulder Running schemes onto sections of the M6, M42 and M40 as part of the Birmingham Box ATM Phases 1 and 2 project.

With the success and experience gained from the ATM Pilot Scheme, the



Secretary of State for Transport announced in January 2009, that many sections of motorway for which widening had previously been considered would now be considered for the introduction of Hard Shoulder Running under a scheme entitled 'Managed Motorways'. Peek is looking forward to supporting the Highways Agency in meeting the challenges of these new developments and delivering the benefits that they will bring to road users.

## RAMP METERING

### Ramp Metering goes from strength to strength

The latest generation of Ramp Metering System was developed for the Highways Agency by Peek in conjunction with IPL. The system comprises a Ramp Metering Controller (RMC) co-located in a type 600 cabinet with a Traffic Signal Controller, connected to a set of signal heads at the end of the slip road. Using data from loops on the ramp, together with information from MIDAS outstations on the main carriageway, the system algorithmically controls the traffic signal timings. A web-based interface provides facilities for monitoring the system, reviewing logs and changing configuration parameters.

The system was deployed at 36 sites across the motorway network in 2006/07. Monitoring and evaluation of these sites demonstrated a number of benefits including improvements in main carriageway journey time and increases in downstream speed.

Following the success of the initial implementation, Peek has been involved in the wider roll-out of the system, with a further 24 sites deployed in 2008 and an additional 25 sites due to be completed in 2009. This will give a total of 85 sites by the end of this year. During this time Peek has also been responsible for the maintenance of the installed systems.

Peek, together with IPL, is currently working on a number of enhancements, primarily in the areas of calibration, system logging, system interface and algorithm development. These will add further value to the system and enable it to provide additional benefits to road users.

## NRTS

### What is the NRTS Project?

The NRTS Project is part of the government's 10 year plan to improve transport. The government committed to spending £22.5 billion for strategic roads and emphasised that the utilisation of technology was key to this.

The NRTS Project provides a service that carries data from roadside devices to traffic control centres. It uses the existing communication network and also upgrades and expands the network in order to provide a nationwide network capable of supporting the future needs of the Highways Agency.

The Highways Agency evaluated the options and decided that the best value for money would be achieved through a Public Private Partnership (PPP) contract. The successful consortium became the National Roads Telecommunications Services Contractor (NRTS Co.). NRTS Co. acts as "one stop shop" for the Highways Agency's operational telecommunications needs.

### Where Peek fits into NRTS Co.

GeneSYS is a Special Purpose Vehicle (SPV) formed to manage the NRTS Co. Project. GeneSYS operates, maintains, improves and enhances the Highways Agency's fibre optic, copper cable and associated transmission equipment that form the network along the length of the English motorways and some trunk

roads. The GeneSYS team is led by Fluor and supported by Alcatel-Lucent, Mott MacDonald, Peek Traffic Ltd and Telindus.

Peek acts as a sub-contractor to Fluor and has responsibility for 2 key areas:

- Operations and Maintenance (O&M) – i.e. the maintenance, both planned and reactive, of all NRTS legacy and new build assets. This area is governed by contractual deadlines and corresponding penalties for failing to meet these deadlines, particularly in relation to reactive maintenance.
- New Works – i.e. schemes carried out on behalf of the Highways Agency that require new, amended or removal of NRTS transmission circuits.

Peek has 3 Operational teams split to cover the Highways Agency's Regional Control Centre (RCC) areas:

1. Northern for the North West, and North East RCCs.
2. Midlands for Active Traffic Management, West Midlands and East Midlands RCCs.
3. Southern for East, South East and South West RCCs.

Additionally the Project Support and Technical Teams are located at several locations, primarily Quinton and Birmingham but also at St Albans and Trafford Park.

Peek currently has 105 staff working directly on the NRTS contract, 81 of which are engineers.



## Delivering the East and East Midlands TechMACs on behalf of the Highways Agency

**B**oth contracts have now been operational for almost 18 months, during this time there have been a lot changes to the network. Assets have been added and removed due to widening schemes. The major widening scheme which was handed into maintenance included the following assets: 268 AMIs, 40 Enforcement AMI's, 69 Message signs, 25 CCTV Cameras, 78 MIDAS Outstations and 140 Loop Sites.

The message signs and AMI's have predominately been installed on walkless gantries, this has meant a new way of working however collaborating with the West Midlands TechMAC has enabled Best Practices to be shared.

peekmouchel have also been supporting activities on trunk roads by providing skilled manpower for designing and implementing CCTV solutions where the trunk road links into the motorway network. Several feasibility studies have been carried out over the last 18 months, looking at linking the motorway CCTV into UTC systems.

Additional technology being deployed on areas of the network which have limited or no technology will assist the Traffic Officers in ensuring they meet their targets. Of particular interest is a study which is looking at how we can reduce the amount of time that an engineer needs to be on the hard shoulder by conducting activities from the RCC in advance of sending an engineer to the actual roadside.

It has been a busy and an exciting 18 months and peekmouchel are looking forward to the next 12 months.

After two and a half years the two apprentices will then choose where they would like to spend their final placement, with a view to their employment becoming permanent.

We are now recruiting more apprentices in other regions to further expand this programme.



### **HAVING PROBLEMS negotiating your way through the bureaucratic and technical nightmare that accompanies any new junction or signal scheme? Then a new service that is being promoted by Peek could be just what you are looking for.**

SignalPoint was launched at the end of last year, a joint venture between Peek and Morgan Tucker, an engineering consultancy which does a lot of work in the highways and signals sectors, designing schemes and project managing. The idea behind the launch was to provide local authorities with a streamlined service that would take responsibility for a new junction or signal scheme from the very beginning through to the point at which it is fully commissioned. This would cover the pre-

feasibility study, technical specification, design, procurement, commissioning and, if required maintenance.

Matthew Tucker of Morgan Tucker says that this area is traditionally fraught with difficulty. 'The standard model tends to involve so many different parties, and the division of responsibility between these parties inevitably builds in inefficiencies and additional costs. SignalPoint can cut costs and delays. The service is geared to delivering the project to time and to budget. And it is very simple for the LA, they have a single cost centre to manage and one organisation to deal with.'

Peek's Andy Knowles commented that offering design services is a logical extension of Peek's comprehensive capabilities for signal schemes, adding "Morgan Tucker are an ideal partner for this venture, offering complementary skills, whilst sharing our key core value of high quality customer service".



## SME AND UNDER-REPRESENTED GROUPS ENGAGEMENT PROJECT

### **In April 2008 Peek was awarded a new contract by Transport for London (TfL) for maintenance, installation and refurbishment of traffic signal and ancillary equipment in three out of six London areas.**

Recently we have been experiencing difficulties finding and retaining reliable subcontractors to work with us, and, with the London 2012 Olympics looming, we were concerned that this situation would not improve. This project, supported by TFL, was designed to stimulate engagement with local small and medium sized enterprise (SMEs) working in related fields in and around London but not engaged in traffic signals work. We were also glad to have the support of our consultants, Arup, to help define the identification and engagement process.

We used a variety of valuable resources including;

- Diversity Works for London
- Supply London
- Business Link
- CompeteFor

Potential SMEs were identified and the engagement process began, initially with telephone and email conversations. Six SMEs (electrical and security contractors) were then invited to attend briefing sessions at our

London depot where we explained what we were trying to achieve and how they could acquire the necessary skills and qualifications to be able to work for any of the TCMS Contractors.

All six contractors are keen to progress and we will be working closely with them over the coming weeks and months to bring them into the traffic signals fold as subcontractors.

The project is continuing as we seek to identify and engage with under-represented groups, for example, Black, Asian and Minority Ethnic (BAME), women-owned businesses and disability-owned businesses. To help with this aspect we have joined Minority Supplier Development UK (MSDUK) and we will be working closely with them to ensure that new subcontractors that we engage are representative of the diverse areas of London in which we work. TfL have been very supportive throughout this project and they have offered to help where they can to ensure that we reach a mutually beneficial conclusion.

# Peek moves into Street Lighting

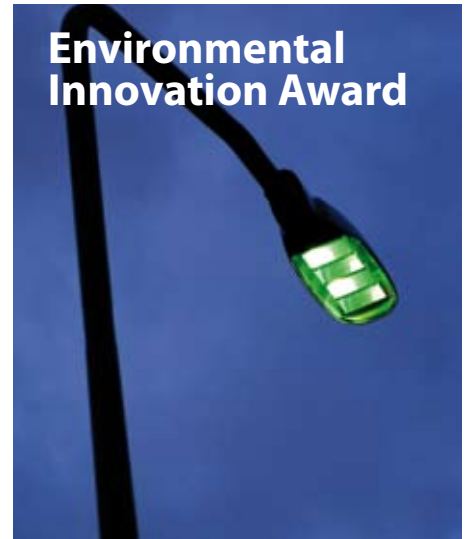
The innovative Lumis LED street lighting luminaire will be lighting the Peek stand at the Traffex exhibition this year. The new luminaire, which has been designed by Peek's sister company Innolumis, is in full production and widely used in Holland

The Lumis LED street light is unique; it is the first known street light to utilise a combination of LED colours to optimise vision within "mesopic" street lighting light level conditions. This innovation gives "More sight for less light". The ethos behind the lantern has been to use cutting edge research and design to give an environmentally friendly, sustainable lighting solution that can provide up to 70% energy and carbon footprint savings. A 20 year life span also allows substantial savings on maintenance costs and reduced health and safety risks normally associated with high level lamp replacement. The whole lantern is manufactured from fully recyclable, environmentally friendly components and is designed using flat glass technology to reduce upwards light pollution.

Mike Elwell (Peek Business Development Manager – UK and Ireland Lighting) stated "The launch of the Lumis LED luminaire introduces a sustainable, environmentally friendlier alternative into the field of exterior lighting. This is an exciting development in LED and lighting technology furthering our aim to help solve client problems using innovative solutions that improve the global environment."



We are pleased to announce that Peek recently won the Road Expo/Civilex Ireland 2009 Environmental Innovation Award with the Lumis LED lantern. Sponsored by Lennox Pump & Process, Road Expo Ireland & Civilex 2009 saw the launch of the Innovation Award. The Innovation Award nominates the most innovative product or project on display, celebrating excellence and innovation within the environmental and energy sectors.



## REDUCE CARBON FOOTPRINT, INCREASE SAFETY LED & ELV Solutions

Peek can supply LED and ELV solutions with the PTC-1® controller and the Elite CLS LED Signal Head (230V/48V). Installations across the country have shown the cost benefits of the Peek Elite CLS LED over the original Halogen version. Added to the cost savings of LED technology are the additional Health and Safety benefits of using ELV solutions. One of our local authority customers has recently installed an ELV site and trialed the 48V Peek Elite CLS LED Signal Heads with a PTC-1® controller and recorded an energy saving of more than 70%.



# Peek Systems Support... help us to support you

Please note the Help Desk details for the Peek TMS and WISNet®: **Telephone** 0800 141 2091  
**E-mail** HelpDesk@peek-traffic.co.uk • **JIRA** http://knowledge.peek-traffic.co.uk/jira

Customers with System Support Contracts can access the **Peek Knowledge Base System (KBS)** where we hold product and service information on our product range. If you haven't already got a login please contact us for details. **JIRA** is our issue and task management system, also accessible to customers with support contracts. This is also an internal system

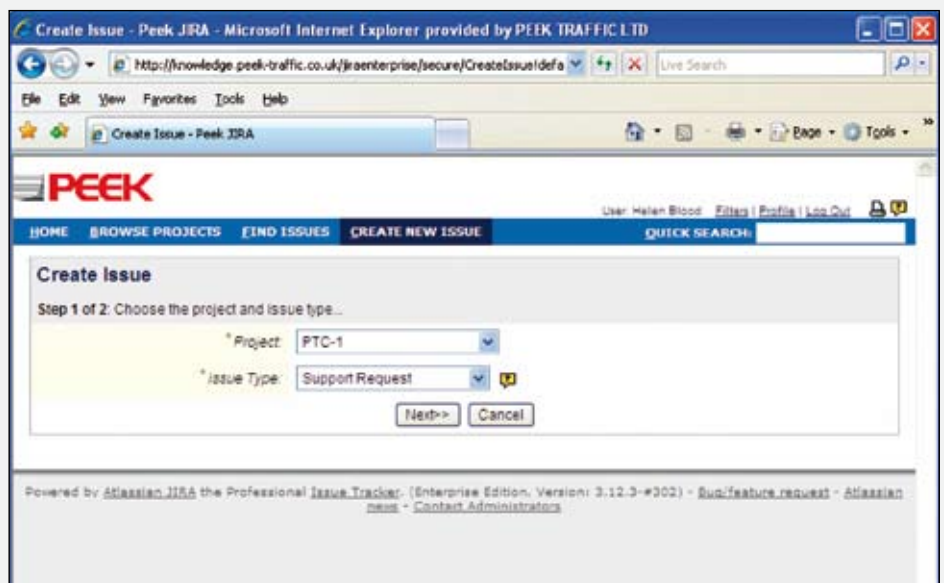
used by our engineers (hardware and software), this has been opened up to allow our customers to report and track any product related issue you might have. It is also our reference point for feedback on potential product development/enhancements/additions which means as a customer, you can influence the future of Peek's product range.

## JIRA - tips for users

The **Dashboard** is the first page you see when you login to JIRA. It has two key areas:

1. The navigation bar (at the top of the screen) — this is the same on every page in JIRA. It contains links which give you quick access to many of JIRA's most useful functions.
2. The main area of the screen, below the top navigation bar — customised to display many different types of information (Projects, Assigned to me, My Watches etc)

**TIP: You can return to the dashboard from any page in JIRA by clicking the 'Home' link on the top navigation bar.**



### User Profile:

To view your JIRA user profile:

1. Click the **'Profile'** link at the top-right of the page.
2. Your **'User Profile'** will be displayed:
3. From here you can:
  - a. Click **'Personal Roadmap'** in the left column to view your 'Personal Roadmap Report' (i.e. work assigned to you, across all projects).
  - b. Click **'Your Votes'** in the left column to view the list of issues for which you have voted.
  - c. Click **'Your Watches'** in the left column to view the list of issues that you are watching.
  - d. Click **'Change Password'** in the left column to change your JIRA password.
  - e. Click **'Dashboard Config'** in the left column to customise your JIRA dashboard.
  - f. Click **'Manage Filters'** in the left column to view and edit your issue filters.
  - g. Click **'Navigator Columns'** in the left column to choose which fields appear in your Issue Navigator.
  - h. Click **'View Preferences'/'Edit Preferences'** in the left column to view/edit the following:
    1. **'Number of Issues displayed per Issue Navigator page'** (the default is 50).
    2. **'Outgoing email format'** (i.e. text/HTML).
    3. **'Locale'** (i.e. your preferred language).
    4. **'Email me when I make changes'** (i.e. whether you wish to receive email notifications about issue updates that you have made, or only about issue updates made by other people).
  - i. Click the links under **'User Filters'** in the right column to view your:
    1. **'Assigned'** issues (i.e. the list of issues that are assigned to you).
    2. **'In Progress'** issues (i.e. the list of issues that are assigned to you and that currently have a status of 'In Progress').
    3. **'Reported'** issues (i.e. the list of issues that were created by you).

### DATES FOR THE DIARY

Peek will be attending the following events in 2009:

**21–23 April**  
Traffex 2009, NEC Birmingham

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**3–4 June**  
ITS Summer Conference

**22 June**  
TMAP

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**23–24 September**  
JCT

**21–25 September**  
ITS World Congress

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*For further details of any of these events, please do not hesitate to contact us.*  
[sales@peek-traffic.co.uk](mailto:sales@peek-traffic.co.uk)