

**Report to the Chief Officer (Highways and Transportation)**

**Date: 05 July 2016**

**Subject: Leeds Dynamic Signing Phase 3**

**Capital Scheme Number : 32451**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

1. The Best City ambition is to improve life for the people of Leeds and make our city a better place. Increasing the coverage of traffic information given to users of the road network contributes to making travelling in Leeds more efficient and a better experience for all users.
2. It is proposed to expand coverage of traffic information to drivers in Leeds by installing approximately 16 additional Variable Message Signs (VMS) at key locations to provide information of incidents, events and strategic route choice.

**Recommendations**

3. The Chief Officer (Highways and Transportation) is requested to:
  - i) give approval to the purchase Variable Message Signs at a total scheme cost of £330,000 and
  - ii) Give authority to incur expenditure of £310,000 works costs and £20,000 staff costs, to be funded from the LTP Transport Policy Capital Programme.

## **1 Purpose of this report**

- 1.1 To obtain approval to spend £310,000 works costs plus £20,000 staff costs to purchase approximately 16 new variable message signs to be placed at strategic approach locations to provide relevant driver information about incidents, congestion, journey times, events and strategic route choices.

## **2 Background information**

- 2.1 There are currently 22 VMS signs which have been introduced since June 2011. These are installed on the main approaches to the city centre and main approaches to the Outer Ring Road (see attached plan in Appendix A).
- 2.2 The signs have been utilised effectively for major roadworks such as the Inner Ring Road (IRR) closures and major events such as the Leeds Marathon. They are also in frequent use for congestion notification and specific warnings (accidents ahead, lane closed, etc), as well as for Bridgewater Place wind warnings and for the Elland Road Park and Ride. It is considered that the existing signs play a significant role in ensuring the public are well informed about major Highway activities, and in minimising delays and public complaints that could have been associated with some major roadworks and incidents.
- 2.3 Extending the use of VMS around Leeds will enable us to provide up to date traffic information to allow more drivers to make better informed decisions on their route choices. In addition to the general messages about local roadworks, traffic incidents and congestion delays, the full programme of road maintenance ahead and more high profile events means there is considerable merit in enhancing this type of public information.
- 2.4 It is proposed to install a number of additional signs. A framework tender for procuring VMS signs for all authorities in WY is currently being tendered. Depending on the prices achieved, it is planned to purchase approximately 16 signs for use in Leeds. These will be placed to fulfil a number of needs:-
  - a. To fill in the few gaps in the existing cordons of inbound signs
  - b. To have some signs in strategic places for outbound traffic, where there is a significant route choice.
  - c. Some city centre signs are needed on the Loop Road and the IRR
  - d. A couple of sites have been chosen where experience from recent city centre closures has shown traffic would benefit from being informed.
- 2.5 The results of country-wide work on the benefits of VMS signs were investigated when Phase 2 was proposed.
  - Research commissioned by the Scottish Executive showed most drivers thought VMS had helped them save time, choose a better route and avoid problems. 78% of people surveyed thought there should be more VMS.
  - Southampton University study on Urban Congestion and VMS said timely information can be effective in reducing congestion.

- A study by Leeds University found that for 66% of drivers VMS were the preferred method of communicating travel news.
- The Highways Agency is consistently seeking to increase the VMS on its network
- Transport for London used the same type of VMS as Leeds to help with Olympic issues, and has ordered more signs to use around London.
- All UK Core Cities have installed VMS.

2.6 A cost benefit analysis was undertaken for phase 2. While it is recognised that it is impossible to provide firm figures for savings based on what people might have done, conservative assumptions consistent with all the available research have been made and show a high rate of return (annual benefit/cost around 0.43, with a payback in 2.3 years).

2.7 The cost benefit analysis showed significant benefits in the following areas:

- Commuters being informed about planned roadworks
- Commuters knowing about an incident causing congestion/delay
- The benefit of Leeds residents knowing the date/time of major events causing delays
- Cost savings related to promotion of safety messages
- The value of good public relations, especially when informing people of forthcoming travel problems
- Communicating with people in the way they prefer

2.8 These signs are proposed as part of the West Yorkshire Highway Network Efficiency Programme. The other Districts are also purchasing similar VMS signs, with slight variations to meet local needs.

2.9 A framework contract to supply UTM compliant VMS signs for all West Yorkshire authorities is currently being tendered. This will allow Leeds to get quotes and place an order without needing to tender again.

2.10 Other issues considered

a) Temple Green P&R. It is assumed that this scheme will consider and purchase VMS as appropriate at a later stage. The WY framework currently being tendered can be used.

b) Signs for vehicles exiting Leeds. There is less scope for outbound signs as there are fewer key locations route choices are made.

### **3 Main issues**

#### **3.1 Design Proposals and Full Scheme Description.**

3.1.1 To purchase approximately 16 new 160mm text height variable message signs to further expand coverage of the successful Leeds driver information system.

3.1.2 Proposed locations of new signs are as below, subject to survey (see plan in Appendix A):-

	Name	Location	Need
1.	T23	St Peter's Street southbound.	On Loop before choice of Stage 7, Crown Point Road or Loop into town
2	T24	IRR westbound, before Eastgate slip	If IRR closed/congested
3	T25	Great George St, by Leonardo	Decision point to go out on A660, ahead on Loop, right to car parks. Replace existing car park VMS*
4	T26	Marsh Lane southbound	Before on ramps to M621 west and east
5	T27	IRR westbound before Armley Gyratory	To allow diversion if issues at Gyratory, Ingram Road Distributor or M621
6	T28	Ring Road Stanningley southbound	Choice of route ORR or Stanningley Road
7	T29	A650 Tingley before Tingley Roundabout	To alert of issues on M62 east and west, or A650 to Morley or A653 to Leeds
8	T30	A653 northbound, before Tingley Roundabout	To alert of issues on M62 east and west, or A650 to Morley or A653 to Leeds
9	T31	M621** before Jack Lane northbound	Alert of general issues in Leeds
10	T32	A58 Lower Wortley, south of Outer Ring Road	Problems on ORR or towards Leeds
11	T33	Bradford Road west of Dawsons Corner, westbound	To alert of issues in Bradford generally, or options at the gyratory
12	T34	Stage 7 before Jack Lane	Issues on Stage 7 or in Leeds
13	T35	A660 south of Otley bypass, westbound	Congestion or major events in Otley
14	T36	A660 eastbound, before Bradford Road	Congestion or major events in Otley
15	T37	York Road westbound, before ORR	To replace existing VMS sign***
16	T38	A639 northbound, Rothwell south of M1	Issues on M1 or M621 northbound, or Pontefract Road or A61

\* Note that the car park VMS are now 8 years old. The new car park signing strategy will phase out specific car park signs in favour of text signs that can be used for either car park occupancy or text messages.

\*\* subject to discussions with Highways England

\*\*\* The existing York Road sign was an old style sign moved from the city centre. It fails regularly, so is expensive in maintenance and risks being unavailable when required

## 3.2 Programme

3.2.1 It is anticipated that an order could be placed in August. The contract specifies installation in 17 weeks.

## 4 Corporate Considerations

### 4.1 Consultation and Engagement

- 4.1.1 Colleagues in Highways and Transportation have been consulted and their advice is reflected in the proposals presented.

## **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 An Equality, Diversity, Cohesion and Integration Screening has been prepared and an independent impact assessment is not required for the approvals requested.
- 4.2.2 The screening process confirmed that the proposals have no impact on any of the equality characteristics.
- 4.2.3 A copy of the screening report is attached as Appendix B.

## **4.3 Council policies and City Priorities**

- 4.3.1 The proposals contained in this report are consistent with the Local Transport Plan (LTP).
- 4.3.2 The LTP's Strategy Approach to Transport Assets, Proposal 4, states – "Use new network management practices to minimise congestion and ensure efficient recovery from disruption".
- 4.3.3 The LTP notes delays on the road network, from street and road works and other planned and unplanned events or incidents, result in increased costs to business and freight and increased vehicle emissions.
- 4.3.4 The LTP's Strategy Approach to Transport Assets 4 also says that "measures will be taken to reduce the disruption to traffic caused by planned road works (and street works), other planned events (e.g. road closures for festivals) and incidents that are unplanned". The use of the VMS network will inform users of delays as they approach the city and help make informed decisions about alternative travel choices.

## **4.4 Resources and value for money**

- 4.4.1 **Full Scheme Estimate:** The estimated total cost for this scheme is £330,000, consisting of £310,000 works costs and £20,000 staff costs.
- 4.4.2 The estimated cost of £330,000 will be funded from the LTP Transport Policy Capital Programme. There are no Revenue financial implications as a result of this.
- 4.4.3 **Capital Funding and Cash Flow.**

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	310.0			310.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	20.0		1.4	18.6			
OTHER COSTS (7)	0.0						
TOTALS	330.0	0.0	1.4	328.6	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
Government Grant	330.0		1.4	328.6			
Total Funding	330.0	0.0	1.4	328.6	0.0	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Parent Scheme Number :99609 / 000 / 000  
Title :LTP Transport Policy Capital Programme

## 4.5 Legal Implications, Access to Information and Call In

4.5.1 The report is eligible for call in as the proposal is above the relevant threshold.

## 4.6 Risk Management

4.6.1 Failure to continue with a programme of enhancing the driver information system will make it harder to tackle congestion in Leeds.

## 5 Conclusions

5.1 To request authority to incur expenditure of £310,000 works costs and £20,000 staff costs, to be funded from the LTP Transport Policy Capital Programme.

## **6 Recommendations**

6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) give approval to the purchase Variable Message Signs at a total scheme cost of £330,000 and
- ii) Give authority to incur expenditure of £310,000 works costs and £20,000 staff costs, to be funded from the LTP Transport Policy Capital Programme.

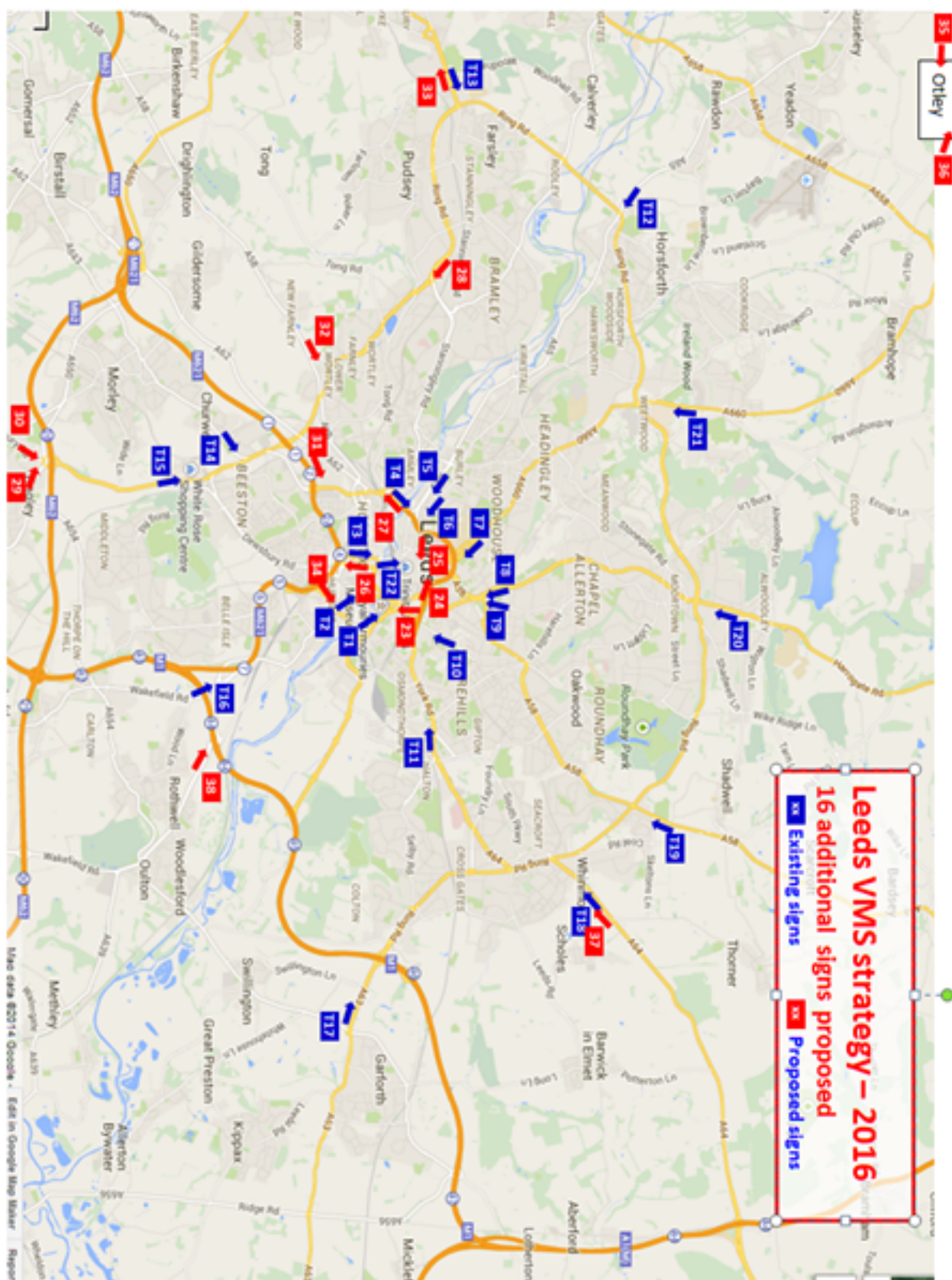
## **7 Background documents<sup>1</sup>**

7.1 None.

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

## Appendix A – Location plan



## APPENDIX B

### Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Transport Policy</b>
<b>Lead person: Gordon Robertson</b>	<b>Contact number: 2476753</b>

#### 1. Title:

Is this a:

**Strategy / Policy**

☐

**Service / Function**

☒

**Other**

☐

**If other, please specify**

#### 2. Please provide a brief description of what you are screening

Further development on the UTMC system will include the following

- installing additional Variable Message Signs to enhance and expand the system by which travel information is given to the public

### 3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"><li>• Eliminating unlawful discrimination, victimisation and harassment</li><li>• Advancing equality of opportunity</li><li>• Fostering good relations</li></ul>		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

#### 4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?**  
(**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

- **Key findings**  
(**think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

- **Actions**  
(**think about** how you will promote positive impact and remove/ reduce negative impact)

**5. If you are **not** already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment**.**

Date to scope and plan your impact assessment:	
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Date to complete your impact assessment	
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Lead person for your impact assessment (Include name and job title)	
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## **6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

<b>Name</b>	<b>Job title</b>	<b>Date</b>
Gordon Robertson	UTMC Manager	21 June 2016

## **7. Publishing**

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

If this screening relates to a **Key Delegated Decision, Executive Board, full Council** or a **Significant Operational Decision** a copy should be emailed to Corporate Governance and will be published along with the relevant report.

A copy of **all other** screening's should be sent to [equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk). For record keeping purposes it will be kept on file (but not published).

<b>Date screening completed</b>	21 June 2016
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If relates to a Key Decision- <b>date sent to Corporate Governance</b>	
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Any other decision – <b>date sent to Equality Team (equalityteam@leeds.gov.uk)</b>	
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