

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

**Date 06 June 2017**

**Subject: UTMC Site interfaces 2017/18**

**Capital Scheme Number : 32765**

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 type="checkbox"/> Yes	<input checked="" 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. This report seeks approval to supply & install site interface equipment at UTMC signal locations to provide fault monitoring. The introduction of this equipment at these locations will allow sites to be automatically monitored for faults and also controlled via the UTMC traffic signal computer located at Middleton Highways and also remotely via dedicated laptops used by Engineers.

**Recommendations**

2. The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report.
  - ii) approve the proposal at the total cost of £120,000; and
  - iii) give authority to incur expenditure of £100,000 works costs and £20,000 staff costs, to be funded from the LTP Transport Policy Capital Programme (West Yorkshire Local Transport Plan 3, Implementation Plan 2) 100% Government grant funding.

**1. Purpose of this report**

- 1.1 To seek approval to supply & install site interface equipment at UTMC traffic signal locations that currently do not have this facility. Chameleon outstation units compatible with the Leeds traffic control system will be installed at sites selected from those listed in appendix 1 that require a connection to the UTMC system.

## **2. Background information**

- 2.1 The UTMC traffic signal computer located at Middleton Highways controls and monitors 598 sites out of a total of 657 signalled sites in Leeds. This means that for 59 sites we are dependent on members of the public reporting a signal fault to us by phone or email. It is therefore possible that a fault could go unreported for days. Faults could include inefficient operation due to a detection problem, unsafe operation due to one or more light bulbs not working, and an 'all-out' due to a power or other failure.
- 2.2 Each site has the capability of reporting faults and being controlled from the central computer with the installation of the Chameleon outstation unit. This will make reporting faults quicker and reduce the time signals are faulty. The equipment will provide UTMC with the facility to control the traffic signals if required which may assist with delays to traffic during events or road works.
- 2.3 The ability to report faults remotely from site via this type of equipment will ensure that UTMC can quickly assign all faults to our term maintenance contractor. This is important for the safety of vehicles and pedestrians at these locations. Prompt fault notification and repairs are also important for the road network to operate efficiently, balancing delays for all users.
- 2.4 The introduction of Internet Protocol communications such as 3G has lowered the revenue costs previously associated with dedicated BT lines and the network providers have now developed a more stable system that we can utilise for our purposes.
- 2.5 This proposal is part of an ongoing strategy to equip all Leeds sites with interfaces. 31 sites were completed last year, 30-40 are proposed for this year. It is hoped to complete the programme in 3 years' time, subject to £372 K funding over this period.
- 2.6 The scheme was identified as a key element of the Network Management work stream for Implementation Plan 2 and has been approved by the WY LTP Board.

## **3. Main issues**

### **3.1 Design Proposals/Scheme Description**

- 3.1.1 To supply & install outstation equipment inside traffic signal controllers at selected sites from the list of all unconnected sites listed in appendix 1.
- 3.1.2 The work consists of the installation of outstation units (modem) that interface between the traffic signal controller and the UTC Imtech in station computer and a communication platform, either 3G or adsl broadband at selected sites.
- 3.1.3 The cost per site will be determined following detailed site surveys to determine site suitability for signal strength and conditions of existing ducting network, any proposed excavations required and a decision on strategy for each site. It is expected that within the proposed work programme up to 30 sites will be completed.

## **3.2 Programme**

- 3.2.1 It is proposed to start work as soon as approval is received. Work will continue to completion throughout the financial year 2017/2018.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Consultation has not been undertaken as there will not be any change to individual junction signal layout or operation.

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

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested.
- 4.2.2 This work will assist mobility for disabled pedestrians by ensuring the traffic signals are in good working order.

### **4.3 Council Policies and City Priorities**

- 4.3.1 Environmental Policy: The introduction of Chameleon outstation units will shorten response times for faults and so reduce delay to traffic and congestion.
- 4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:  
Proposal 1 - Prioritise asset management [ ] according to a hierarchy of key transport route networks and users that best supports the Plan
- 4.3.3 The proposals within this report have no implications under Section 17 of the Crime and Disorder Act 1998.

### **4.4 Resources and Value for Money**

- 4.4.1 Scheme Design Estimate: The estimated total cost for this programme is £120,000, consisting of £100,000 works costs and £20,000 staff costs. Equipment will be procured through contract Number 3548 - The Supply & Installation of traffic signal equipment and West Yorkshire traffic signal maintenance contract 3430
- 4.4.2 Capital Funding and Cash Flow: The estimated total cost of £120,000 will be funded from the LTP Transport Policy Capital Programme (100% Government grant funding), as part of the approved West Yorkshire Local Transport Plan - Implementation Plan 2 received on a quarterly basis from the West Yorkshire Combined Authority.

#### 4.4.3 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 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						
<b>TOTALS</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>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	100.0		100.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	20.0		20.0				
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>120.0</b>	<b>0.0</b>	<b>120.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
Government Grant - LTP/TSG	120.0		120.0				
Total Funding	120.0	0.0	120.0	0.0	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

Title: LTP Transport Policy Capital Programme

4.4.4 The revenue cost implications envisaged as a result of this capital scheme are £120 per annum for each site on the 3G network. Where it is possible to group sites wirelessly it may be possible to use adsl lines and reduce this cost. This revenue implication is balanced by the increasing use of IP technology and adsl lines by UTMC at other sites and cameras.

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

4.51 The scheme is not eligible for call in because it falls below the relevant thresholds.

#### 4.6 Risk Management

4.6.1 Failure to complete this programme could subsequently endure loss of efficiency, safety and flexibility at these traffic signal locations where currently we rely on members of the public notifying us of signal faults..

4.6.2 All works will be carried out in accordance with the Highways Agency's Code of Practice for Traffic Control and Information Systems (MCH 1869).

## **5 Conclusions**

- 5.1 The installation of this traffic signal equipment provides a more flexible, efficient and safe traffic signal network for the benefit of all users.

## **6 Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of this report.
  - ii) approve the proposal at the total cost of £120,000; and
  - iii) give authority to incur expenditure of £100,000 works costs and £20,000 staff costs, to be funded from the LTP Transport Policy Capital Programme (West Yorkshire Local Transport Plan 3, Implementation Plan 2) 100% Government grant funding.

## **7 Background documents**

- 7.1 Equality, Diversity, Cohesion and Integration Screening Report.
- 7.2 Appendix 1 Sites not controlled

## Appendix 1

### 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: Richard Tallant</b>	<b>Contact number: 2476760</b>

#### 1. Title: UTMC site interfaces 2017

Is this a:

Strategy / Policy

Service / Function

Other

**If other, please specify**

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

The screening process looks at the proposals to install monitoring equipment at a number of traffic signal installations to provide a safer and more efficient service for our customers and allows the traffic signals to report faults and be controlled by UTMC staff at Highways Middleton.

*In Leeds around 598 out of 657 traffic signal controllers are monitored and controlled by UTMC, A continuous programme of installation is necessary to ensure that all traffic signal installations report faults directly to the UTC control room*

The installation of this equipment will benefit all users with the ability to react to faults generated by the equipment and for UTC to control traffic signals for the benefit of the network.

### 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)

<ul style="list-style-type: none"> <li>• <b>Key findings</b>  <b>(think about</b> 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)</li> </ul> <p>Positive Impacts</p> <ul style="list-style-type: none"> <li>• The proposal will make traffic signals faults reported and repaired quicker to the benefit of all users.</li> <li>• The equipment will enable UTMC to control the traffic signals to benefit the network.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Actions</b>  <b>(think about</b> how you will promote positive impact and remove/ reduce negative impact)</li> </ul>

<b>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</b>	
Date to scope and plan your impact assessment:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

<b>6. Governance, ownership and approval</b> 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	5/5/17

<b>7. Publishing</b> Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b> .  A copy of this equality screening should be attached as an appendix to the decision making report: <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul>
--



Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to  
**Governance Services**

Date sent:

For Delegated Decisions or Significant Operational  
Decisions – sent to appropriate **Directorate**

Date sent:

All other decisions – sent to  
[equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk)

Date sent:

## Appendix 1 – Sites not controlled

176L	SWINEGATE / SOVEREIGN STREET
206L	TONG ROAD / GREEN LANE
208L	TOWN STREET / HALL ROAD / THEAKER LANE
209L	TOWN ST / BRANCH RD / WESLEY ST
210L	TOP MOOR SIDE / RUNSWICK STREET / NEAR BROWN LANE
223L	TONG ROAD / AMBERLEY ROAD
263L	DOMESTIC STREET / SHAFTON LANE
332L	LOWER TOWN STREET / NEAR OUTGANG LANE
344L	WOODSLEY ROAD / HYDE PARK
348L	CLARENDON ROAD / MOORLAND ROAD
359L	NEW ROAD SIDE / FEATHERBANK AVENUE
362L	MCLAREN FIELDS / ASTON ROAD / LOWER TOWN STREET
363L	A65 / NEW ROAD SIDE / ROSE TERRACE
364L	BURLEY ROAD / ST ANNES LANE
365L	BURLEY ROAD / KNOWLE TERRACE
366L	A657 TOWN ST / RODLEY
373L	RAWDON ROAD / HALL LANE
376L	HANOVER WAY / PARK LANE COLLEGE
440L	WOODHOUSE STREET / PENNINGTON STREET
452L	HARROGATE RD / STAINBURN PARADE / KINGS CROFT GARDENS
455L	EASTERLY ROAD / DIBB LANE
466L	SCOTT HALL ROAD / POTTERNEWTON LN / PED
472L	MEANWOOD ROAD / CAMBRIDGE ROAD
473L	HARROGATE ROAD / NR SANDHILL LANE NR ORR
523L	A6120 / RING RD / LIMWOOD APPROACH
527L	HAREHILLS ROAD / BAYSWATER GROVE / ASHTON STREET
531L	STONEY ROCK LANE / NEAR SHAKESPEARE AVENUE
533L	COMPTON RD / HUDSON RD / FLORENCE ST / STANLEY RD
535L	IVY ST / IVY AVENUE
536L	NORTH PARKWAY / SEACROFT ARCADE
554L	NORTH PARK FARM ROAD / OAK TREE DRIVE
555L	A63 / SELBY ROAD / PINFOLD LANE - TOUCAN
602L	EAST PARK PARADE / LONDESBORO GROVE
603L	ABERFORD RD / WAKEFIELD RD / ASTLEY LN / CHURCH LN
613L	WOODLESFORD ABERFORD RD / KWIKSAVE SUPERSTORE
614L	WOODLESFORD / ABERFORD RD / AIREDALE RD
615L	SELBY RD / NEAR SCHOOL LN / HALTON PRIMARY SCHOOL
616L	BELLE ISLE RD / BALM RD / WOODHOUSE HILL RD
636L	A61 / WAKEFIELD ROAD / NR LEADWELL LANE
648L	A639 / HOLMSLEY LANE / HAIGH ROAD
658L	WOOD LANE PUFFIN / ROTHWELL
712L	CEMETERY ROAD / MALVERN STREET
724L	MIDDLETON PARK ROAD CIRCUS
727L	MIDDLETON PARK ROAD / LINGWELL ROAD PELICAN
758L	ELLAND RD / VICTORIA ST / CLARENDON TERRACE / PARK ST
805L	SALISBURY ST / VICTORIA PARK POST OFFICE / CARR RD
808L	LOWTOWN / DELPH HILL / PELICAN, PUDSEY.
817L	A657 / TOWN GATE, CALVERLEY

857L	CROSSGATE / NELSON STREET
859L	A658 / VICTORIA AVENUE
865L	HARROGATE RD / QUAKERS LN / BATTER LN / LITTLEMOOR SCHOOL
878L	HARPER LANE / FOOTBALL / YEADON
883L	BRADFORD ROAD / THE OVAL, GUISELEY
890L	HARROGATE ROAD NEAR GREEN LANE, YEADON
900L	A58 / WETHERBY ROAD / COLLINGHAM
951L	BARWICK ROAD / PENDAS WAY
955L	A656 / BARNSDALE ROAD / LONGDIKE LANE
957L	LEEDS ROAD / MOORGATE ROAD, KIPPAX
959L	A6120 / ORR / COLTON ROUNDABOUT/BUS GATE