

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

**Date: 18 July 2017**

**Subject: UTC Asset Renewal NPIF 2017 /18**

**Capital Scheme Number : 32784**

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 checked="" type="checkbox"/> Yes	<input 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 replace ageing and obsolescent traffic signals with more modern traffic signal equipment which is more efficiently maintainable to an acceptable standard. Such improvements provide a safer and more efficient service for our customers and will ensure the equipment is more reliable and energy efficient. The scheme will aim to increase the resilience of the elements of the strategic network that are at risk of causing safety concerns, disruption at key locations which will not be improved by the other major programmes within Leeds.
2. The 2016 Autumn Statement announced the creation of the National Productivity Investment Fund (NPIF). One element of this fund is intended to tackle congestion and ensure the UK's transport networks are fit for the future. £185million has been set aside in 2017/18 for this of which West Yorkshire Combined Authority's allocation is £6,925,000. Leeds has been granted £1,194,000 with £312,000 of this to be used to improve the drainage at strategic locations on the network.

**Recommendations**

- 3 The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report;
  - ii) approve an injection of £ 430,000 into the capital programme, funded by NPIF government grant;
  - iii) approve the proposal at the total cost of £430,000; and

- iv) give authority to incur expenditure of £405,000 works costs and £25,000 staff costs, to be funded from the National Productivity Investment Fund ( 100% Government Grant from the Department for Transport).

## **1 Purpose of this report**

- 1.1 To seek approval to provide an asset replacement programme funded by the National Productivity Investment Fund for the replacement of obsolete traffic signal equipment.

## **2 Background information**

- 2.1 The National Productivity Improvement Fund shall provide funding to improve the traffic signal asset within Leeds. Traffic signal stock identified for replacement will provide reliable and energy efficient equipment in future years.
- 2.2 The general view on traffic signal equipment is that it has an expected lifetime of around 15 years. In addition, as technology moves rapidly on, a number of the older models become unmaintainable due to unavailability of spares. Older equipment can be more unreliable, leading to longer down time.
- 2.3 In Leeds around 12% of traffic signal controllers are over 20 years old, and 16% are between 15 and 20 years old. The average age of controllers is 12 years, which increases if no action is taken.
- 2.4 Prioritising will not occur solely on life expectancy. Age in isolation fails to recognise the strategic importance of some installations and true states of decay realised. It is proposed therefore that we consider projected lifespan in conjunction with a series of key tests against which a scoring system would be derived:-
- 2.5 The programme will concentrate on two key areas, overall equipment refurbishment and the ongoing process in Leeds of replacing Halogen with LED installations. . As the precise requirements are better understood these figures are likely to fluctuate to better meet the needs of the programme.
- 2.6 The scheme was identified as a key element of the National Productivity Investment Fund (100% Government Grant funded from the Department for Transport)

### **Main issues**

## **3 Design Proposals/Scheme Description**

- 3.1 To replace obsolescent traffic signal controllers and equipment in order to provide an efficient and safe traffic signal network for the benefit of our customers.
- 3.2 The work consists of the physical replacement of traffic signal equipment on-street and the design of new control strategies for the microprocessor controller and its monitoring units.

## **4 Programme**

- 4.1 It is proposed to start work as soon as approval is received. Work will continue to completion throughout the financial year 2017/2018.
- 4.2 A provisional list of sites rated by age or condition following an inspection is given below. Should urgent problems arise elsewhere the funding may be used to remedy those issues.

### Site

771L Tingley Roundabout J5+6	448L Scott Hall Rd / Stainbeck Rd
466L Scott Hall Rd / Potternewton Ln	867L Otley Rd / Park Ln Guisley
874L Otley Rd / The Green Guisley	121L Claypit In / IRR slip
913L High St / Boston Spa	221L Domestic St / Pleasant St
717L A6110 / Beeston Retail Park	222L Tong Rd / Silveroyd Hill
354L Farsley Town st	655L Bridgewater Rd / South
Accomodation Rd	
628L Richmond St / East St	750L Queen St / Fountain St Morley

The total works cost will be £405,000 with staff costs of £25,000.

## **5 Corporate Considerations**

- 5.1 Consultation and Engagement
- 5.1.1 Consultation will be undertaken in the Wards affected if there is an obvious change to the operation of the signal installation.

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

- 6.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested.
- 6.2 The proposal will make crossing the road easier and safer for people with mobility issues and those who are visually impaired by fitting push button units with both audible and tactile components.
- 6.3 The equipment currently installed is now at the end of its current life span and can become unreliable if not replaced. New equipment will benefit all users as signal aspects will be more visible and reliable.

## **7 Council Policies and City Priorities**

- 7.1 Environmental Policy: The introduction of more efficient ( Extra Low Voltage) traffic signal equipment translates to more efficient junctions/pedestrian facilities to the benefit of the environment, and provide energy cost savings to the council.
- 7.2 Mobility Policies: This work will assist mobility for disabled pedestrians.

## **8 Community Safety**

- 8.1 The proposals within this report have no implications under Section 17 of the Crime

and Disorder Act 1998.

## 9 Council Constitution

9.1 The proposals contained in this report do not have any implications in respect of the Council Constitution.

## 10 Resources and Value for Money

10.1 Scheme Design Estimate: The estimated total cost for this additional work is £430,000, consisting of £405,000 works costs and £25,000 staff costs. It is proposed to procure the equipment through the contract 3548 Supply & Installation of traffic signal equipment and contract 3430 West Yorkshire traffic signal maintenance.

### 10.2 Capital Funding and Cash Flow:

The estimated total cost of £430,000 will be funded from the National Productivity Improvement Fund (100% Government Grant funded from the Department for Transport)

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 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 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	405.0			405.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	25.0			25.0			
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>430.0</b>	<b>0.0</b>	<b>0.0</b>	<b>430.0</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 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Government Grant - NPIF	430.0			430.0			
Total Funding	430.0	0.0	0.0	430.0	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:  
Title

### 10.3 Revenue Implications

There are no revenue cost implications envisaged as a result of this capital scheme.

## **11 Legal Implications, Access to Information and Call In**

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

## **12 Risk Management**

12.1 Failure to continue with this rolling programme of refurbishment will result in an increase of ageing signal stock with the subsequent loss of efficiency, safety and flexibility to allow for the best utilisation of existing road network.

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

## **13 Conclusions**

13.1 The replacement of ageing/obsolescent traffic signal equipment provides a more flexible, efficient and safe traffic signal network for the benefit of all users.

## **14 Recommendations**

14.1 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 £430,000;
- iii) approve the injection of £430,000 into the capital programme, funded by NPIF government grant; and
- iv) give authority to incur expenditure of £405,000 works costs and £25,000 staff costs, to be funded from the National Productivity Investment Fund.

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

15.1 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 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: 3787542</b>

### 1. Title: Traffic Signal Equipment Refurbishment

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 refurbish aged traffic signal equipment sites within Leeds. The introduction of this form of control will provide a safer and more efficient service for our customers and allows the traffic signals use up to 70% less energy whilst providing more reliable equipment.

*The general view on traffic signal equipment is that it has a life expectancy of around 15 years. In addition, as technology moves rapidly on, a number of the older models become un maintainable due to unavailability of spares. Older equipment can be more unreliable, leading to longer down time.*

*In Leeds around 12% of traffic signal controllers are over 20 years old, and 16% are between 15 and 20 years old. The average age of controllers is 11 years, this obviously increases if no action is taken.*

*This programme will provide a large number of aged traffic signal junctions at key strategic locations to be modernised, providing more reliable equipment and efficiency savings.*

Depending on specific site details, new equipment has a lower energy footprint, is more flexible in terms of control, and can be more easily adapted for bus priority. Thus upgrading equipment has benefits for all users

### **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).

<b>Questions</b>	<b>Yes</b>	<b>No</b>
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)

Consultation will be undertaken in the Wards affected if there is an obvious change to the operation of the signal installation.

- **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)

Positive Impacts

- The proposal will make crossing the road easier and safer for people with mobility issues and those who are visually impaired by fitting push button units with both audible and tactile components.
- The equipment currently installed is now at the end of it's current life span and can become unreliable if not replaced. New equipment will benefit all users as signal aspects will be more visible and reliable.

- **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:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

**6. Governance, ownership and approval**  
Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Gordon Robertson	UTMC Manager	

**7. Publishing**  
Though all key decisions are required to give due regard to equality the council only publishes those related to **Executive Board, Full Council, Key Delegated**



**Decisions or a Significant Operational Decision.**

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to [equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk) for record.

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

For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: