

Report to the Chief Officer (Highways and Transportation)

Date: 17 July 2018

Subject: UTMC Site Interfaces 2018/19

Capital Scheme Number: 32954

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 £50,000; and
 - iii) give authority to incur expenditure of £43,000 works costs and £7,000 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 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 612 sites out of a total of 663 signalled sites in Leeds. This means that for 51 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 to allow control and monitoring. In terms of wider Smart City Connectivity UTMC are working closely with other highways services areas and ICT to map assets.
- 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 to provide control and monitoring functions.
- 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 10 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 2018/2019.

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 and monitored for faults.

4.3 Council Policies and City Priorities

- 4.3.1 The proposal contributes directly to three of the six core themes of the West Yorkshire Combined Authority's Transport Strategy 2040, "Asset management and resilience". Under this theme, the aim is "to ensure our transport networks are fit for the future and properly managed in a safe, sustainable, environmentally friendly and cost effective way". This work will clearly contribute to the safety of our transport networks.
- 4.3.2 The Transport Strategy includes a policy to "Increase capacity on the Strategic Road Network and Major Roads Network to improve journey times reliability and resilience", under the "Road Network" core theme. This work will contribute to this policy by improving the efficiency of the junctions.

4.4 Resources and Value for Money

- 4.4.1 Scheme Design Estimate: The estimated total cost for this programme is £50,000, consisting of £43,000 works costs and £7,000 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 £50,000 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 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 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 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	43.0		43.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	7.0		7.0				
OTHER COSTS (7)	0.0						
TOTALS	50.0	0.0	50.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
Government Grant - LTP/TSG	50.0		50.0				
Total Funding	50.0	0.0	50.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

4.5.1 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 £50,000; and
- iii) give authority to incur expenditure of £43,000 works costs and £7,000 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.

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.

Directorate: City Development	Service area: Transport Policy
Lead person: Richard Tallant	Contact number: 3787542

1. Title: UTMC site interfaces 2018/19

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 608 out of 664 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">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations		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).
<ul style="list-style-type: none"> • 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"> • 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) <p>Positive Impacts</p> <ul style="list-style-type: none"> • The proposal will make traffic signals faults reported and repaired quicker to the benefit of all users. • The equipment will enable UTMC to control the traffic signals to benefit the network.
<ul style="list-style-type: none"> • 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
Joel Dodsworth	UTMC Manager	23/4/18

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 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 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	Date sent: