

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

**Date: 29 October 2018**

**Subject: Leeds Dynamic Signing Programme Phase 3 2018**

**Capital Scheme Number: 32985**

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. Providing good information to users of the road network contributes to making travelling in Leeds more efficient and a better experience for all users. The Variable Message Signs (VMS) signs provide essential traffic information to drivers in Leeds at key locations with respect to planned works, incidents, events and strategic route choice.
2. The first phase of the VMS programme was installed in 2011 and is now experiencing reliability issues as signs reach the end of their useable lives and also are not compatible with remaining current stock nor their associated maintenance contracts. In order to address this issue and provide a reliable service, this report proposes to commence replacement of the signs concerned and subject to final tender prices to extend the signage system with signs at two new sites. Progressive replacement of the ageing signs will release spare parts from the decommissioned signs to be re-used to allow any remaining signs to remain in service. However, the new sign sites will be subject to confirmation of the locations being reached within the delivery timescales.
3. With respect to the future maintenance of the VMS asset the vast majority of signs (32 out of the 38 currently installed) are manufactured by Swarco and can be covered under separate proposals in preparation for new support agreement. New sites will be similarly provided for and as they are replaced the adoption of common standards will ultimately enable the entire network to be covered within a single contract.

## **Recommendations**

4. The Chief Officer (Highways and Transportation) is requested to:
  - i) give approval to the purchase of Variable Message Signs at a total scheme cost of £250,000 to provide for new installations and to replace existing obsolete installations; and
  - ii) give authority to incur expenditure of £232,000 works costs and £18,000 staff costs, to be funded from the LTP Transport Policy Capital Programme.

### **1 Purpose of this report**

- 1.1 To obtain approval to spend £232,000 works costs plus £18,000 staff costs to purchase approximately 8 new variable message signs to renew existing obsolete equipment and provide additional new locations in order to maintain and expand the provision of relevant driver information about incidents, congestion, journey times, events and strategic route choices.

### **2 Background information**

- 2.1 There are currently 38 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 VMS sign network provides road users with key information in terms of travel disruption, road works and events. Examples of this functionality includes notification of major roadworks such as the Inner Ring Road (IRR) closures and major events such as the Leeds Marathon and Tour of Yorkshire. They are in continuous use for incidents, congestion notification and provide specific warnings (for road collisions, lane closures, etc). Feedback indicates 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 Ensuring the stock of VMS signs are in good working condition is essential to the operation of the network. The original signs installed in the initial VMS Phase 1 programme during 2011 are becoming dated in terms of their technology which is resulting in issues with compatibility of suppliers and reliability of equipment. Reliable VMS signage is essential to providing up-to-date traffic information to give users the confidence to make well 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 The results of country-wide work on the benefits of VMS signs were reviewed when Phase 2 was proposed which revealed that:
  - 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.

2.5 A cost benefit analysis was also 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).

2.6 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

### 3 Main issues

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

3.1.1 To purchase approximately 8 new 160mm text height variable message signs to further expand coverage of the successful Leeds driver information system. It is proposed to install a number of replacement signs and subject to site survey to install up to two new sites.

3.1.2 A framework tender for procuring VMS signs for all authorities in WY is currently in place. Depending on the final prices achieved, it is expected that this will allow approximately 8 new signs to be purchased. The proposals is that two of these signs will be installed in new locations (initial proposals shown in Appendix A and subject to full site inspection) and six will replace existing VMS installations.

3.1.3 The new locations will be selected on the basis of an assessment of the existing sign network with the intention of filling in key gaps identified in coverage. However, a flexible approach to renewals is planned so that should the proposed new locations prove non-viable then the allocated signs will be used to bring forward the final locations for phase 1 replacements.

3.1.4 Locations of Phase 1 replacement sites are as detailed below (see Appendix A):-

	Site name	Location
1.	T1	East St Inbound near Rose Wharf
2	T2	Hunslet Rd A61 Nr Butterley St
3	T6	Park Lane Opp college
4	T7	Blenheim walk

5	T9	A58 Barrack Rd
6	T10	Regent St Nr Hope Rd
7	T14	A643 Elland Rd approach to A6110 Ring Rd
8	T19	A58 Wetherby Rd Nr A6120

3.1.5 Depending upon the number of new and replacement sites actually selected, any shortfall will be dealt with by ongoing refurbishment of existing signs through the used parts recovered from the decommissioning of existing signs, pending their ultimate replacement in due course as part of a future programme.

3.1.6 These proposals allow progress to be made to establishing a firm basis for the long term maintenance of the VMS asset for which steps are being taken alongside this report to establish robust longer term contractual arrangements for these aspects of the UTMC asset, with consideration also being given the car park signing system and other signing systems. These will sit alongside further and separate arrangements for the infrastructure associated with the City Centre Vehicle Access Management Scheme.

## **3.2 Programme**

3.2.1 It is anticipated that an order could be placed in November 2018. The contract specifies installation within 17 weeks.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 Relevant areas within the Highways and Transportation service have been consulted and their advice is reflected in the proposals presented.

4.1.2 The final locations of the additional two new sites will be agreed with the Chief Officer subject to consultation with the Executive Member for Regeneration, Transport and Planning. Any relevant users feedback where it exists will also contribute decisions made in this regard.

### **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 These proposals support the Best Council Plan objectives for a 21<sup>st</sup> Century Infrastructure by contributing to better transport connecting and reliability through the improvement of information available to road users.

4.3.2 The proposal also contributes directly to three of the six core themes of the West Yorkshire Combined Authority's Transport Strategy 2040, firstly "Asset

management and resilience” with respect to updating part of the UTMC asset; secondly to the “Create more accessible, people-friendly city and town centres: Places to live and work” theme by contributing to improved user information; and finally to the “Increase capacity on the Strategic Road Network and Major Roads Network to improve journey times reliability and resilience: Road Network” theme by helping to improve journey times.

#### 4.4 Resources and Value for Money

4.4.1 These works are to be funded from the LTP Transport Policy Capital Programme against a sum identified for the purpose of UTMC infrastructure investment and asset renewal.

4.4.2 Full Scheme Estimate: The estimated total cost for this scheme is £250,000, consisting of £232,000 works costs and £18,000 staff costs.

4.4.3 The estimated cost of £250,000 will be funded from the LTP Transport Policy Capital Programme. There are no Revenue financial implications as a result of this.

#### 4.4.4 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						
<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 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)	232.0		232.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	18.0		18.0				
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>250.0</b>	<b>0.0</b>	<b>250.0</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 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	250.0		250.0				
Total Funding	250.0	0.0	250.0	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 / 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 implement these proposals will lead to increasing unreliability and service interruptions at sites in the original Phase 1 VMS programme and prejudice the benefits of continued programme for enhancing the driver information system which will make it harder to tackle congestion in Leeds.

## **5 Conclusions**

- 5.1 These proposals will improve and enhance the existing VMS network to ensure the continued provision of on-street information to all road users thereby supporting the Best Council objectives for the Transport Infrastructure and enabling the maximum efficiencies to be achieved from the UTMC system and highway infrastructure.

## **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 £250,000 to provide for new installations and the renewal of existing obsolete installations; and
  - ii) give authority to incur expenditure of £232,000 works costs and £18,000 staff costs, to be funded from the LTP Transport Policy Capital Programme.

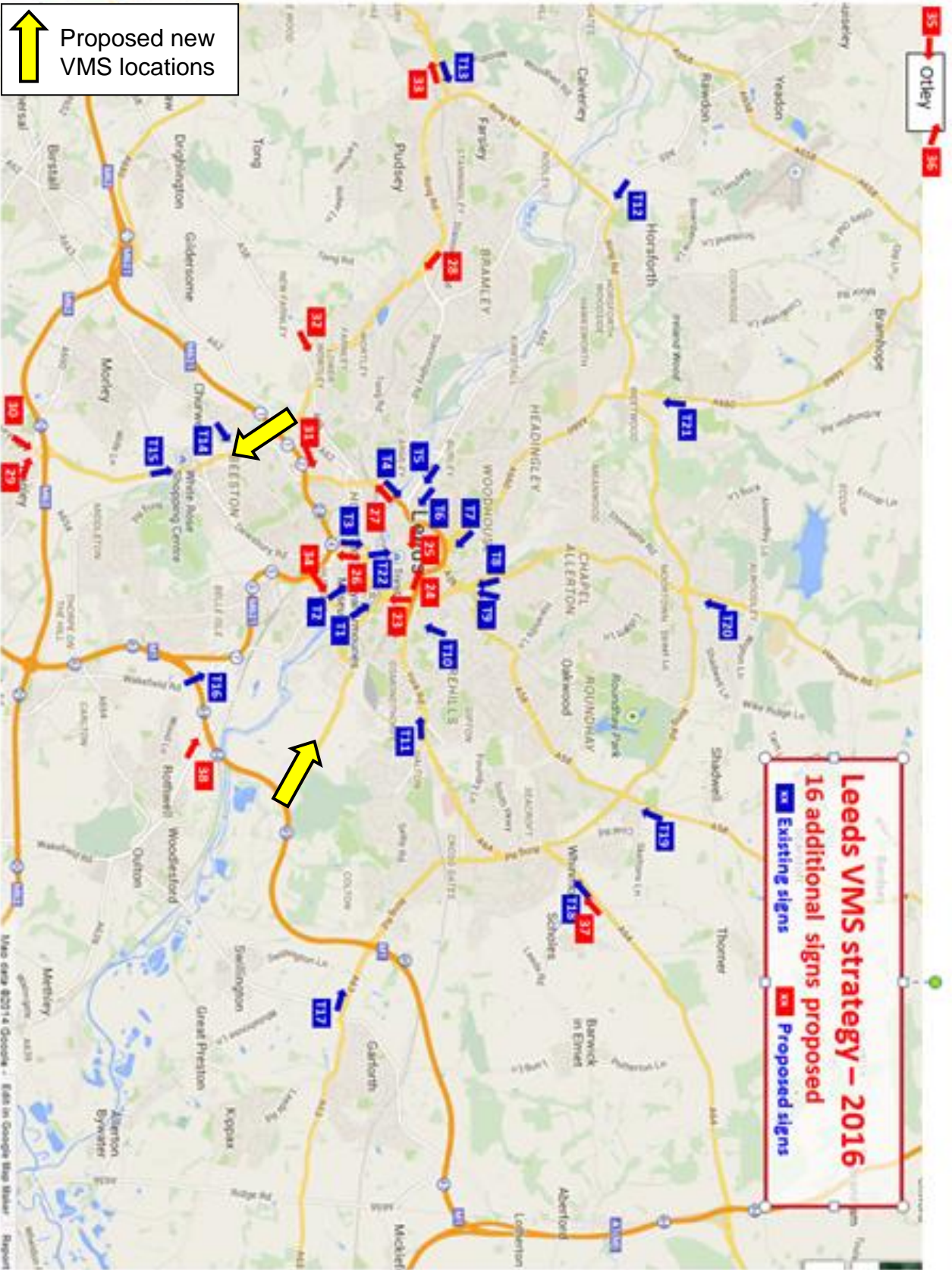
## **7 Background documents<sup>1</sup>**

- 7.1 Appendix A – Location plan

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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.

Proposed new VMS locations



Leeds VMS strategy - 2016  
16 additional signs proposed  
Existing signs  
Proposed signs

**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: Joel Dodsworth</b>	<b>Contact number: 3788128</b>

<b>1. Title:</b>
Is this a:
<b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b> <input type="checkbox"/>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
<p>Further development on the UTMC system will include the following</p> <ul style="list-style-type: none"> <li>• installing replacement Variable Message Signs to enhance the system by which travel information is given to the public</li> </ul>



### 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

Name	Job title	Date
Joel Dodsworth	UTMC Manager	5 June 2018

**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).

Date screening completed	5 June 2018
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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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