

Report of the UTMC Manager

Report to the Chief Officer, Highways & Transportation

Date: 07 April 2020

Subject: Design & Cost Report for implementation of the 2020/21 UTMC General Traffic Signal Refurbishment Scheme

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s):	
Headingley & Hyde Park, Guiseley & Rawdon, Little London & Woodhouse, Killingbeck & Seacroft, Cross Gates & Whinmoor, Morley South, Harewood, Chapel Allerton, Kirkstall, Burmantofts & Richmond Hill, Moortown, Armley, Calverley & Farsley, Temple Newsam, Farnley & Wortley, Gipton & Harehills, Pudsey	
Has consultation been carried out?	<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
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- This report was drafted before the COVID-19 crisis. To expedite matters, no changes have been made at this stage but future reports will more fully reflect the current and ongoing situation.
- Ageing traffic signal equipment has a negative revenue impact as elements, such as traffic signal controllers, become unsupported and the frequency of faults increases. As the frequency of major faults increases at a signal controlled junction there is a subsequent impact on the performance of the road network and, in the case of complete signals failure, the safety of people using the junction.
- A key aspect of the Best Council Plan is Sustainable Infrastructure. The Best Council Plan states objectives of 'improving the resilience of the city's infrastructure' and 'promoting a...more resource efficient, low carbon economy'. The scheme proposed within this report contributes to achieving those objectives by upgrading infrastructure to a more efficiently maintainable standard that uses less energy. Such improvements provide a safer and more efficient service for Leeds City

Council customers and enable greater benefits to be realised from wider investment programmes.

- This report seeks approval to implement the 2020/21 UTMC General Traffic Signal Refurbishment Scheme. This includes the preparation and delivery of a programme of works to be funded from the Local Transport Plan Transport Policy Capital Programme during the 2020-21 financial year.

2. Best Council Plan Implications

- This scheme contributes towards achieving the Sustainable Infrastructure objectives of the Best Council Plan, particularly with regard to 'improving the resilience of the city's infrastructure' and 'promoting a...more resource efficient, low carbon economy'. The scheme proposed within this report contributes to achieving those objectives by upgrading infrastructure to a more efficiently maintainable standard that uses less energy. Such improvements provide a safer and more efficient service for our customers and enable greater benefits to be realised from wider investment programmes.

3. Resource Implications

- The scheme proposals have no implications in terms of revenue resources as this scheme is fully funded from the UTMC LTP capital budget allocation. UTMC staff resources have been identified to undertake the design element of the scheme.

Recommendations

The Chief Officer (Highways & Transportation) is requested to:

- a) Note the contents of this report; and
- b) Give Approval to Spend for £600,000 inclusive of all works costs, fees and legal costs, which will be fully funded from the Local Transport Plan Transport Policy Capital Programme.

1. Purpose of this report

- 1.1 This report seeks approval to implement the 2020/21 UTMC General Traffic Signal Refurbishment Scheme. This includes the preparation and delivery of a programme of works to be funded from the UTMC Capital Budget during the 2020-21 financial year.

2. Background information

- 2.1 The accepted industry view on traffic signal equipment is that it has an expected lifespan of around 15 years. In addition, as technology moves rapidly on, a number of older models of controller equipment become unmaintainable due to unavailability of spares. Older equipment can also be more unreliable, leading to longer down time.
- 2.2 In Leeds around 15.5% of traffic signal controllers are over 20 years old and 18.5% are between 15 and 20 years old. The average of controllers is 11.5 years, which

increases if no action is taken. An ongoing programme of refurbishment is necessary to modernise the controller stock and replace any on street equipment that has been identified as in poor condition following periodic inspections.

- 2.3 On street equipment such as traffic signal poles can rust over time and become unsafe and unsightly. It is proposed to inspect sites with equipment that falls into this category. Poles will be replaced with, the now standard in Leeds, aluminium poles which have a far greater life span of 50 years compared to steel.
- 2.4 Depending on specific sites details, new equipment has a lower energy footprint, is more flexible in terms of control and can be more easily adapted for bus priority. Upgrading equipment has benefits for all users.
- 2.5 A report was approved for a similar scheme in the financial year 2019/20 for a total of £450,000.

3. Main issues

- 3.1 The proposed package of works will replace obsolescent traffic signal controllers and equipment in order to provide an efficient and safe traffic signal network for the benefit of all stakeholders.
- 3.2 The works consists of the physical replacement of traffic signal equipment on street and the design of new control strategies for the controller, i.e. MOVA.
- 3.3 The works will introduce low energy LED technology to reduce LCC carbon footprint and energy costs.
- 3.4 It is proposed to start work as soon as approval is received. Work will continue to completion throughout the financial year 2020 / 2021. A coordination exercise has taken place to identify any conflicts with other proposed Highway schemes.
- 3.5 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 with the risk that not all sites will be completed this year.

Site

346L - Kirkstall Lane / Headingley Mount	209L – Town Street / Branch Road
883L - Bradford Road / The Oval, Guiseley	366L – A657 / Town Street / Rodley
376L - Hanover Way / Park Lane College	408L – Woodhouse Lane / St Marks Ave
375L - Cardigan Road / Ashville Road	478L – Harehills Lane / Newton Road
523L – A6120 / Ring Road / Limewood Approach	556L – Selby Road / Thorpe Park
759L – Corporation Street / Scatcherd Lane	200L – A58 / Whitehall Road / Ring Road
256L - Lovell Park Road / Nr. Grafton Street	554L – North Park Farm Road / Oak Tree Dve
900L – A58 / Wetherby Road, Collingham	806L – Swinnow Lane / Swinnow Road
425L – Meanwood Road / Boothroyd Drive	254L – Albion Street / Wormald Row
365L – Burley Road / Knowle Terrace	123L – Woodhouse Lane / Merrion Street
557L – Harehills Lane / Back St Alban Crescent	192L – Woodhouse Lane / Rossington Street
476L – Green Road / Meanwood	192L – Woodhouse Lane / Vernon Street
915L – Harewood Bridge VMS controller.	

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Consultation will be undertaken in the Wards affected if there is an obvious change to the operation of the signal installation.
- 4.1.2 The Executive Board Member for Climate Change, Transport and Sustainable Development has been consulted regarding this proposal.

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.

4.3 Council policies and the Best Council Plan

- 4.3.1 This scheme contributes towards achieving the Sustainable Infrastructure objectives of the Best Council Plan, particularly with regard to 'improving the resilience of the city's infrastructure' and 'promoting a...more resource efficient, low carbon economy'. The scheme proposed within this report contributes to achieving those objectives by upgrading infrastructure to a more efficiently maintainable standard that uses less energy. Such improvements provide a safer and more efficient service for our customers and enable greater benefits to be realised from wider investment programmes.

Climate Emergency

- 4.3.2 This project contributes towards the "Climate Emergency" commitments by enabling the conversion of halogen asset to low voltage LED which will provide an energy saving of up to 70% on current halogen lamps and significantly reduces the carbon footprint at each site.

4.4 Resources, procurement and value for money

- 4.4.1 **Scheme Design Estimate:** The estimated total cost for this work is £600,000, consisting of £540,000 works costs and £60,000 staff costs. It is proposed to procure the equipment through the contract 3548 Supply and Installation of traffic signal equipment and contract 3430 West Yorkshire traffic signal maintenance.
- 4.4.2 **Capital Funding and Cash Flow:** The estimated total cost of £600,000 will be funded from the UTMC Capital Programme 2020 / 2021 (LTP Government grant funded), as part of the West Yorkshire Local Transport Plan Implementation Plan, received on a quarterly basis from the West Yorkshire Combined Authority.

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2019 £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 2020 £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)	540.0	0.0			540.0		
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	60.0	0.0			60.0		
OTHER COSTS (7)	0.0						
TOTALS	600.0	0.0	0.0	0.0	600.0	0.0	0.0

Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2020 £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 TP/LTP	600.0	0.0	0.0	0.0	600.0		
Total Funding	600.0	0.0	0.0	0.0	600.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme number:

Title: UTMC General Refurb Capital Programme – LTP Grant Funded

4.5 Legal implications, access to information, and call-in

4.5.1 The scheme is eligible for call-in as the value is above £500k.

4.6 Risk management

4.6.1 Failure to implement this scheme will result in a further increase in the average age of the traffic signal asset with a subsequent loss of efficiency, safety and flexibility to allow for the best utilisation of the existing road network.

4.6.2 The volume of works associated with wider investment programmes such as LPTIP will have an impact on industry resources. The UTMC team will work closely with the signal contractors to minimise the risk to delivery of this scheme.

5. Conclusions

5.1 The replacement of ageing and obsolescent 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:

- a) Note the contents of this report; and

- b) Give Approval to Spend for £600,000 inclusive of all works costs, fees and legal costs, which will be fully funded from the Local Transport Plan Transport Policy Capital Programme.

7. Background documents¹

- 7.1 None.

8. Appendices

- 8.1 EDCI Screening

¹ 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.

Directorate: City Development	Service area: Transport Policy
Lead person: Joel Dodsworth	Contact number: 3787542

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

2. Please provide a brief description of what you are screening
<p>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.</p> <p><i>Each year Leeds replaces outdated signal equipment. Last year 16 traffic signal installations were upgraded, however, this is an ongoing process as 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.</i></p> <p><i>In Leeds around 15.5% of traffic signal controllers are over 20 years old, and 18.5% are between 15 and 20 years old. The average age of controllers is 11.5 years, this obviously</i></p>

increases if no action is taken.

A continuous programme of refurbishment is necessary to keep the numbers of old controllers at a manageable level.

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).

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).

- **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 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.

- **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	16/03/2020

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: