

Report of Joel Dodsworth, UTMC Manager

Report to Chief Officer Highways & Transportation

Date: 06 April 2021

Subject: Design & Cost Report for implementation of the 2021/22 UTMC General Traffic Signal Refurbishment Scheme

Capital Scheme Number:

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Little London & Woodhouse, Chapel Allerton, Farnley & Wortley, Otley & Yeadon, Morley South, Temple Newsam, Gipton & Harehills, Beeston & Holbeck, Hunslet & Riverside, Garforth & Swillington, Burmantofts & Richmond Hill	
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

- 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 2021/22 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 2021-22 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) Approve spending of £600,000 (inclusive of all works costs, fees and legal costs), from the Local Transport Plan Transport Policy Capital Programme for the purposes of the refurbishing existing ageing traffic signal equipment as part of the UTMC General Traffic Signal Refurbishment Scheme 2021/22.

1. Purpose of this report

- 1.1 This report seeks approval for the spending of sums from the Local Transport Plan Transport Policy Capital Programme to implement the 2021/22 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 2021-22 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 13% of traffic signal controllers are over 20 years old and 17% are between 15 and 20 years old. The average of controllers is 11 years, which is above the West Yorkshire average and 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 to introduce innovative new technology and features such as bus priority. Upgrading equipment has benefits for all users.
- 2.5 A report was approved for a similar scheme in the financial year 2020/21 for a total of £600,000 that has now been completed.

3. Main issues

- 3.1 The proposed package of works will replace obsolete 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 2021 / 2022. 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

556L – Selby Road / Thorpe Park	254L – Albion Street / Wormald Row
759L – Corporation Street / Scatcherd Lane	200L – A58 / Whitehall Road / Ring Road
554L – North Park Farm Road / Oak Tree Dve	123L – Woodhouse Lane / Merrion Street
557L – Harehills Lane / Back St Alban Crescent	192L – Woodhouse Lane / Rossington Street
193L – Woodhouse Lane / Vernon Street	121L – Claypit Ln / Inner Ring Road
414L – Chapeltown Road / Barrack Road	437L - Claypit Lane / Meanwood Road
441L - Chapeltown Road / Sheepscar St North	701L – Dewsbury Road / Beeston Ring Road
706L - Dewsbury Road / Middleton Grove	708L - Dewsbury Road / Westland Road
710L - Dewsbury Road / Barkly Road	713L - Dewsbury Road / Garnet Road
162L - Dewsbury Road / Meadow Road	163L - Dewsbury Road / Jack Lane
175L – Meadow Road / Sweet Street	703L – Elland Road / Wesley Street

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Engagement will be undertaken with members in affected wards in advance of works and if there is a significant 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.
- 4.2.2 The proposals in this report will facilitate more efficient and safer control at traffic signal installations. This will result in a reduced frequency of faults which means that the signals will be fully operational for more of the time. It also enables newer, more reliable, technology to be introduced for pedestrians including better equipment for those with visual and/or mobility impairments.
- 4.2.3 Work with the Influencing Travel Behaviour team will be undertaken to understand how best to engage with communities to ensure that all users feel comfortable using newer technology such as nearside pedestrian displays.

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 £550,000 works costs and £50,000 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 and the replacement equivalents of these due to take effect during the delivery of this scheme.
- 4.4.2 **Capital Funding and Cash Flow:** The estimated total cost of £600,000 will be funded from the UTMC Capital Programme 2021 / 2022 (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)	550.0	0.0				550.0	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	50.0	0.0				50.0	
OTHER COSTS (7)	0.0						
TOTALS	600.0	0.0	0.0	0.0	0.0	600.0	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	0.0	600.0	
Total Funding	600.0	0.0	0.0	0.0	0.0	600.0	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 obsolete 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) Approve spending of £600,000 (inclusive of all works costs, fees and legal costs), from the Local Transport Plan Transport Policy Capital Programme for the purposes

of the refurbishing existing ageing traffic signal equipment as part of the UTMC General Traffic Signal Refurbishment Scheme 2021/22.

7. Background documents¹

7.1 None.

8. Appendices

8.1 Appendix 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: Highways & Transportation
Lead person: Joel Dodsworth	Contact number: 3788128

1. Title: Traffic Signal Equipment Refurbishment 2021/22		
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
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.

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)

The proposals in this report will facilitate more efficient and safer control at traffic signal installations. This will result in a reduced frequency of faults which means that the signals will be fully operational for more of the time. It also enables newer, more reliable, technology to be introduced for pedestrians including better equipment for those with visual and/or mobility impairments.

New equipment can be more easily adapted for more sophisticated methods of traffic

signal control which benefits all users and also allows the introduction of newer bus priority technology that will further reduce delay for bus users.

• **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)

Improving the efficiency and safety of traffic signal installations will benefit all road users but particularly where pedestrian crossings serve as a link between communities. Improved facilities help to reduce community severance.

• **Actions**

(**think about** how you will promote positive impact and remove/ reduce negative impact)

Work with the Influencing Travel Behaviour team will be undertaken to understand how best to engage with communities to ensure that all users feel comfortable using newer technology such as nearside pedestrian displays.

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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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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	22/03/2021

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: