

North Yorkshire Council

Resources and Environment Executive Members

18 December 2023

Traffic Signals Obsolescence Grant: Grant Application

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Assistant Director Resources (Environment), under sub-delegated powers from the Chief Finance Officer, in consultation with the Corporate Director for Environment and the Executive Member for Finance and Executive Member for Highways and Transportation, to submit a bid for funding through the Traffic Signals Obsolescence Grant.

2.0 SUMMARY

- 2.1 The Department for Transport (DfT) has made £70M of funding available for traffic signals maintenance and upgrade, for which NYC is seeking approval to apply for a grant of £965K, to be spent over the 2024/25 and 2025/26 financial years.

3.0 BACKGROUND

- 3.1 On 14 November 2023, the DfT announced plans to award £70M to English local transport authorities with responsibility for traffic signal maintenance. Three funding pots have been established:
- a) Traffic Signal Obsolescence Grant (TSOG): £30M from the Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance) Specific Grant Determination, for the upgrade of obsolete traffic signal equipment.
 - b) Green Light Fund (GLF): £20M
 - c) Intelligent Traffic Management Fund (ITMF): £20M
- 3.2 The DfT intends to allocate, automatically, £10M of TSOG to eligible local authorities currently in receipt of Highways Maintenance Block (HMB) and/or Integrated Transport Block (ITB) formula funding, of which NYC is a recipient.
- 3.3 The remaining £20M of TSOG and all of the GLF will be awarded to successful bidding authorities in blocks of £500K to around 80 local authorities, based on the demonstration of appropriate policies and procedures through a challenge process.
- 3.4 The mechanism for submitting a response is through a secure, local authority specific questionnaire hosted by the Transport Technology Forum, a DfT funded space for innovative technical solutions, an exchange of ideas and collaboration across organisations.

4.0 RATIONALE FOR A PROPOSED NYC BID

- 4.1 The ITMF is aimed, primarily, at providing advanced technology for traffic signals, making use of machine learning and artificial intelligence (AI), in order to optimise traffic flow and balance traffic across wider areas.

- 4.2 The GLF is being allocated to refine and ‘tune up’ traffic signals to better reflect actual traffic conditions achieve freer flowing traffic.
- 4.3 The TSOG is targeted at upgrading obsolete traffic signal systems and to improve reliability, primarily at sites using halogen lamps and legacy 2g and 3g communications. It cannot be used to replace existing allocated resource but is aimed at new work or additional ‘top up’ to existing programmes.
- 4.4 NYC has, for a number of years, been replacing its outdated halogen lamps with extra low voltage (ELV) light emitting diodes (LEDs), as part of its annual cyclic maintenance programme. There does though remain a substantial number of sites, 65 in total, which are still operating with halogen lamps. Quite apart from the significant saving in energy use and cost from introduction of LED technology, ongoing reliance on halogen represents a risk to ongoing service delivery, as this type of lamp arrangement ceased production in 2021, resulting in a dwindling national stock, which is not being replaced. It is for this reason that it is proposed to bid for monies through the TSOG.
- 4.5 It is proposed, therefore, to replace all remaining halogen lamp traffic signals, associated equipment and signal controllers, with ELV technology, specifically:

Signal Controlled Asset Type	Quantity	Cost/Site	Total
Junction	21	£25K	£525K
Controlled pedestrian crossing	44	£10K	£440K
			£965K

- 4.6 It is intended to utilise the automatic block funded allocation on replacement of the Council’s current Remote Monitoring System (RMS), which operates on 3g telecommunications comms network and which connects traffic signal sites in outlying areas to an in-station for fault monitoring purposes.
- 4.7 The 3g network is due to be switched off, nationally, in 2024. Although no date has yet been confirmed, it is likely to be towards the end of the calendar year, which will then render the equipment obsolete and 100 traffic signal sites as unmonitored for fault reporting purposes.
- 4.8 Utilising the block allocation to replace the existing RMS with standalone fault monitoring units operating on the 4g and 5g network, will ensure that faults can continue to be reported automatically and rectified in a timely manner, minimising third party risk and liability.
- 4.9 The total cost of transferring the 100 outlying traffic signal sites onto the latest telecommunications technology is circa £100K, which can be delivered comfortably within a six-to-12-month period, i.e. within the timeframe for receipt of the allocated funding and before 3g switch off. The expected TSOG block funded allocation is £116K.
- 4.10 In combination, the use of the proposed TSOG grant and expected block allocation funding will enable NYC to replace all remaining halogen lamp traffic signals and the current 3g comms fault monitoring system. The imminent obsolescence of the 3g network and the dwindling supply of halogen lamps are the two factors currently providing the greatest risk to continued service delivery and effective management of the Council’s traffic signal asset.

5.0 TSOG BID CRITERIA

- 5.1 Further information on the TSOG bid criteria and grant application process are set out in the 2023 Traffic Signal Grants: General Guidance for Bidders and DfT covering letter, both of which are attached as Appendix C, respectively.

- 5.2 In summary:
- i. Applications can be made for either TESOG or GLF, but not both
 - ii. Deadline for submitting TSOG is 22 December 2023
 - iii. Grant funding will be paid to recipients in March 2024 with delivery and spend in 2024/25 and 2025/26
 - iv. Authorities will receive, automatically, their allocation, in NYC's case, this will be £116K. The remaining £20M of TSOG funding will be awarded through a challenge process
 - v. Funding will be generally allocated in £500K lots
 - vi. The challenge element will be targeted at authorities who demonstrate particular, unresolved issues with obsolete equipment, including halogen lamps and 2g and 3g communications. The challenge process will aim to understand the policy frameworks and technology aspirations of bidding authorities and their readiness and ability to deliver the required maintenance works
 - vii. Typically, no more than one £500K lot will be awarded to each successful authority, but individual larger lots may be awarded in special circumstances
 - viii. The challenge process is online only, hosted on a dedicated website and officers are currently working on the questions. These and the proposed responses will be made available to the Executive Member for Highways and Transport and Corporate Director for Environment separately, prior to the submission date
 - ix. A grant awards announcement will be made in February 2024, with funding made available to successful bidders in March 2024
 - x. The funding cannot be used to replace existing allocated resource, but is for new work or as additional top-up to existing programmes
- 5.3 Officers are currently reviewing the previously unsuccessful traffic signal maintenance bid in 2021 and critically, the subsequent feedback, to inform this latest grant application.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 An alternative approach considered was to bid only for the 3g comms fault monitoring system replacement from the TSOG; however, the halogen lamp replacement, given the dwindling stocks, represents the highest risk to NYC from a traffic signal maintenance perspective.

7.0 FINANCIAL IMPLICATIONS

- 7.1 NYC's allocation from the £10M of TSOG will be allocated, automatically, according to existing ITB formula funding. Should the Council be successful in obtaining a proportion of the remaining £20M, this will be spent across the 2024/25 and 2025/26 financial years.
- 7.2 No local contribution is required and the bid proposed to be submitted is scalable, so there is no pressure on existing Council budgets. Moreover, a successful bid will actually reduce the pressure on the existing LTP capital block allocation.
- 7.3 An accelerated LED replacement strategy would also result in lower long-term energy costs, which is a revenue funded activity.

8.0 LEGAL IMPLICATIONS

- 8.1 The Grant Invitation Letter from DfT dated 14 November 2023 including the Annex A – Grant Conditions has been reviewed by the Council's Legal team and are considered to be acceptable.

- 8.2 There are considered to be no legal implications arising from making the submission. Should the bid be successful the acceptance of the allocation will be approved through the appropriate governance process. See Appendices C and D for relevant DfT criteria.
- 8.3 Detailed grant terms have not been yet provided by the DfT for review. Any such additional Grant terms will be reviewed by Legal in due course and if those terms present an unacceptable risk to NYC it will be recommended the Grant is not entered into.
- 8.4 Any expenditure of the Grant will be in line with the Subsidy Control Act 2022.
- 8.5 In the event that the bid is successful, any contracts entered into in respect of the grant funding will be in accordance with the Council's Procurement and Contract Procedure Rules, and if relevant the Public Contracts Regulations 2015.

9.0 EQUALITIES IMPLICATIONS

- 9.1 There are considered to be no equality implications arising from the proposal. See Appendix A for Equalities Impact Assessment screening form.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 There are considered to be only positive climate change impact arising from the improvement of traffic signals achieved through improved performance reducing congestion, delay and associated vehicle carbon emissions. Also, there are energy savings from switching to LEDs with lower energy consumption, longer lasting and more reliable equipment requiring fewer maintenance trips. See Appendix B for Climate Change Impact Assessment.

11.0 RISK MANAGEMENT IMPLICATIONS

- 11.1 Halogen lamp obsolescence represents a significant risk to service delivery and their replacement with ELV LED technology would provide a tangible reduction in energy use, as well as associated carbon reduction and revenue cost saving benefits. Therefore, a successful grant application would result in increased traffic signal asset resilience in addition to wider positive environmental and financial outcomes.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 To better maintain and upgrade obsolete traffic signal stock and to improve asset reliability service resilience,

13.0 RECOMMENDATIONS

- 13.1 For the Assistant Director Resources (Environment), under sub-delegated powers from the Chief Finance Officer, in consultation with the Corporate Director for Environment and the Executive Member for Finance and Executive Member for Highways and Transportation, to approve a bid for funding through the Traffic Signals Obsolescence Grant, as set out in this report.

APPENDICES:

- Appendix A – Equalities Impact Assessment Screening Form
Appendix B – Climate Change Impact Assessment
Appendix C – DfT Application Information
Appendix D – DfT Covering Letter

Barrie Mason
Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks & Grounds
County Hall
Northallerton
18 December 2023

Report Author – Allan McVeigh
Presenter of Report – David Kirkpatrick

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Bid for Traffic Signals Obsolescence Grant		
Officer(s) carrying out screening	Allan McVeigh		
What are you proposing to do?	Submit a bid for Traffic Signals Obsolescence Grant to seek capital funding to maintain and upgrade the asset.		
Why are you proposing this? What are the desired outcomes?	To replace obsolete equipment, improve asset resilience and business continuity.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The grant application is for an allocation significantly greater than the current traffic signals maintenance budget, it is though scalable and deliverable within the existing team resource.		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the Armed Forces Community		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for	No		

example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	Full EIA not required.			
Signed (Assistant Director or equivalent)	Allan McVeigh			
Date	07/12/2023			

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Traffic Signal Obsolescence Grant: Grant Application
Brief description of proposal	Submission of a bid for funding to replace obsolete traffic signal equipment
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Allan McVeigh
Names and roles of other people involved in carrying out the impact assessment	N/A
Date impact assessment started	30 November 2023

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

UPDATE ONCE DETAIL OF BID IS CONFIRMED

As set out in section 6 to the report, an alternative approach considered was to bid only for the 3g comms fault monitoring system replacement from the TSOG; however, the halogen lamp replacement, given the dwindling stocks, represents the highest risk to NYC from a traffic signal maintenance perspective. Furthermore, only addressing the comms infrastructure would not achieve the climate, carbon and air quality improvements made through changing to LED signals.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

A successful grant application would reduce the pressure on existing capital budgets to the value of the bid.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	Y			Improving the operation of traffic signals results in more efficient highway network reducing congestion, delay and vehicle emissions.		
	Emissions from construction		Y				
	Emissions from running of buildings		Y				
	Emissions from data storage		Y				
	Other		Y		Further benefits achieved from switching to LEDs signals are, lower energy consumption, longer lasting and more reliable equipment		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>requiring fewer maintenance trips and associated vehicle emissions.</p>		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		Y				
<p>Reduce water consumption</p>		Y				
<p>Minimise pollution (including air, land, water, light and noise)</p>	Y			<p>The benefits of improved traffic signal operation will contribute to meeting air quality targets and noise reduction. In addition to this, LED signals are adaptive to light condition and dim during the dark to minimise light pollution. Greater reliability of equipment reduces the need for engineers to travel to site to carry out repairs reducing travel and vehicle emissions.</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	Y			<p>The reduction of vehicle emissions will contribute to lower carbon footprint and climate change effects.</p>		
<p>Enhance conservation and wildlife</p>		Y				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	Y			<p>Improving the operation and efficiency of traffic signals will reduce congestion and delay and therefore create a better highway environment, reducing the impacts of vehicle emissions on the natural and historic built environment.</p>		
<p>Other (please state below)</p>		Y				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

- Better maintenance and upgrade of the asset will result in less energy consumption and improved resilience.

Sign off section

This climate change impact assessment was completed by:

Name	Allan McVeigh
Job title	Head of Network Strategy
Service area	Highways and Transportation
Directorate	Environment
Signature	Allan McVeigh
Completion date	30 November 2023

Authorised by relevant Assistant Director (signature): Karl Battersby

Date: 08/12/2023

2023 Traffic Signal Grants

GENERAL GUIDANCE FOR BIDDERS



Department
for Transport



**TRANSPORT
TECHNOLOGY
FORUM**

REVISION INFORMATION

Version	Title	Date
01	Initial public release	10 November 2023

Background

1. The intention to provide three targeted grants to local authorities for traffic signal maintenance and upgrading, and for innovative traffic management solutions was announced by Mark Harper MP, Secretary of State for Transport in October 2023 as part of the Government's Plan for Drivers.
2. Traffic signals are essential to ensure road junctions work smoothly and safely. Helping local authorities to retune their traffic control systems could free up traffic flow in cities. Technology can be used to manage flow intelligently, reduce queuing, reduce the time drivers spend at red lights and generally speed up journeys. Many traffic signals have not been updated since they were introduced, leading to longer waits than necessary and poor utilisation of road space. Currently, around half of England's traffic signals are working below optimal performance.
3. The provision of government funding and support to local councils will create a benefit in traffic flow for drivers and other road users. We allocated £15 million specifically for traffic signal maintenance in 2021 to 2022 to help authorities replace life-expired equipment and improve operation. This resulted in the delivery of 232 schemes across 39 local authorities in England to tune up traffic signal performance. Initial unpublished data from 88 junction schemes across 27 of these authorities shows an average reduction in vehicle travel times of 8%. This not only reduces frustration but also saves fuel and cuts carbon emissions.

Summary

4. Three grants, totalling **£70 million** have been announced:

- **TSOG (Traffic Signals Obsolescence Grant)** - A **£30 million** fund to upgrade obsolete traffic signal systems and improve reliability, primarily at sites using halogen lamps and legacy 2g/3g communications but also aimed at unreliable and obsolete equipment more generally. This grant has a **£10m** automatic element paid to all eligible authorities and **£20m** challenge element.
- **GLF (Green Light Fund)** - A **£20 million** challenge fund to tune up traffic signals to better reflect actual traffic conditions and get traffic flowing.
- **ITMF (Intelligent Traffic Management Fund)** - a **£20 million** challenge fund to deploy advanced technology for traffic signals, making use of machine learning and artificial intelligence (AI) to optimise traffic flow and balance traffic across wider areas.

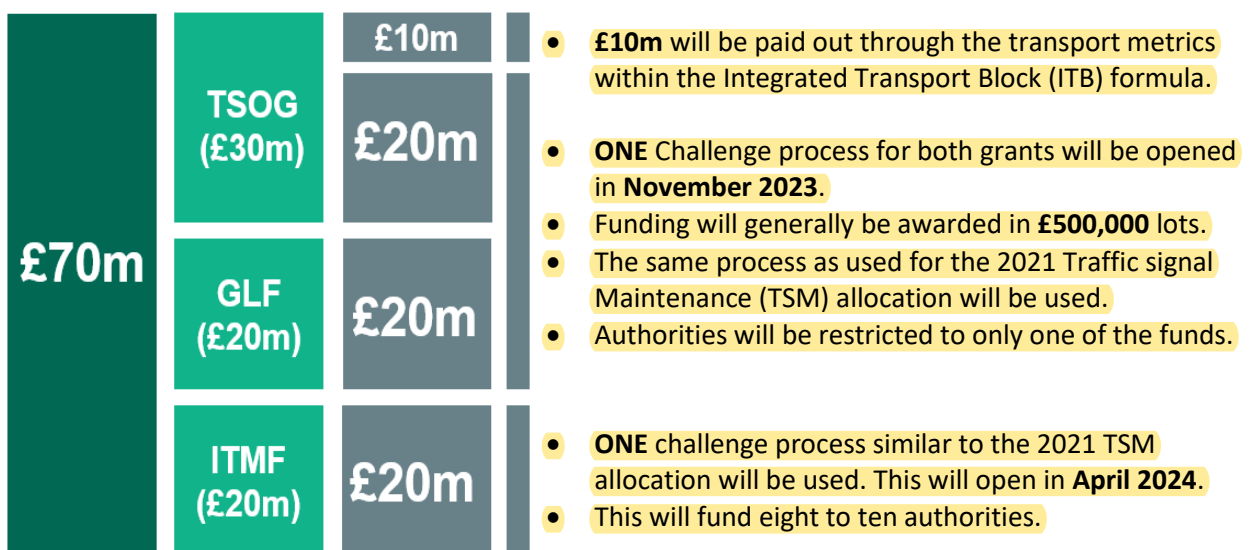
5. Authorities may bid for either the challenge element of **TSOG** or **GLF** (but not both), depending on their needs and there will be a common application process that will be open between **November and December 2023**. Grant funding will be paid to recipients in full in March 2024 and will be required to be spent in the period **April 2024 to March 2026**.
6. For **ITMF** the application process will be open between **April and June 2024** and grant funding paid to recipients in stages and it is anticipated that this will commence in **September 2024**. Grant-funded projects will be required to be completed by **September 2026**. ITMF grants will be paid against agreed milestones during the project delivery period.

Eligibility

7. TSOG and GLF grants will be made using Section 31 of the Local Government Act 2003. ITMF grants will be made under Section 5(1) of the Science and Technology Act 1965.
8. The funds are available to all English local authorities defined as Highway Authorities under Section 1(2) of the Highways Act 1980, excluding London Boroughs. Funds are also available to Combined Authorities excluding Transport for London in England for which powers to pay grant (for transport) under Section 31 of the Local Government Act 2003 have been established.
9. Local authorities in receipt of funding from the 2021 TSM (Traffic Signals Maintenance) Grant are eligible to receive funding through this round of grants.
10. Authorities who have Public Finance Initiative (PFI) arrangements in place that affect areas of activity relevant to this process may apply for funding. However, before doing so, they must satisfy themselves that any grant awarded can be spent within the terms of their PFI arrangements.

Grant Structure

- All authorities currently in receipt of Highways Maintenance Block (HMB) and / or Integrated Transport Block (ITB) funding will automatically receive an allocation of TSOG funding based on the transport metrics within the ITB formula mechanism. £10m of the TSOG funding will be allocated for this purpose and you will receive this funding even if you do not apply for the additional grant funding outlined below.
- The remaining £20m of TSOG funding, and the £20m funds for GLF and ITMF will be awarded through challenge processes as outlined below.



- Authorities defined in paragraph 7 above may apply through the upcoming challenge processes for grant funding for either TSOG or GLF and may additionally apply for ITMF.

TSOG AND GLF AWARDS

- It is intended that the challenge process allocated element of TSOG will be targeted at authorities who demonstrate particular, unresolved issues with obsolete equipment, including halogen lamps and legacy 2g/3g communications. GLF will be available to those authorities who do not qualify for this but require support to undertake general improvement works to their traffic signal asset. Both grants are aimed at resolving maintenance and reliability issues with traffic signals and Urban Traffic Control systems. No authority will be funded from both TSOG and GLF.
- Although TSOG and GLF are primarily aimed at traffic signal site equipment, it is recognised that other systems also have a key role to play in effective operation of the road network. Applications that include elements of expenditure to address obsolescence and maintenance issues in ancillary systems, such as VMS, traffic monitoring or UTC will be considered.
- The challenge allocated element of TSOG and GLF will be allocated in £500,000 lots to successful authorities. No more than one lot will be award to each authority, but individual

larger lots may be awarded in special circumstances. Funding will be awarded by means of revised reissue of their annual Section 31 Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination Letter.

ITMF AWARDS

17. ITMF is intended to support the introduction of next generation traffic management technologies for corridor and area-wide optimisation to a small number of English authorities. It is intended to be more research and development focused than TSOG or GLF and is aimed at showcasing a wide range of new and emerging solutions to area-wide traffic management.
18. It is envisaged that local authorities applying for ITMF will have assembled delivery consortia to support their bids. Authorities should be aiming to deliver innovative but practical, workable solutions that demonstrate the application of new technology to corridor and region-wide traffic optimisation. ITMF is intended to provide a small number of 'beacon sites' in which a range of innovative technologies are demonstrated. Although authorities are expected to propose solutions that benefit traffic management in their areas, the ultimate aim of ITMF is to provide real-world showcases of new technologies.
19. Authorities bidding for ITMF are expected to propose solutions that demonstrate the use of emerging trends in computing and data science including AI and machine learning, complex data processing and analysis and new and advanced forms of detection and monitoring. For example, 'traditional' iterations of SCOOT and MOVA based technology are not eligible, but the newer versions offered by TRL, Yunex and Swarco, that utilise elements of the emerging trends outlined above, are. ITMF projects may involve innovative products from established traffic engineering providers but should also include where possible new entrants, SMEs and technology transfer from other sectors.
20. For ITMF, awards of around £2m will be made to between eight and ten successful applicants. ITMF funding will also be awarded following a challenge process. Larger individual awards may be made in exceptional circumstances. It is anticipated that award letters will be issued to successful recipients in September 2024 and initial payments made at this time. The remaining grant amount will be paid in stages at fixed intervals throughout the two-year project delivery period, subject to the attainment of agreed performance milestones. Given the innovative nature of this grant, it is strongly recommended that authorities start to develop plans and assemble consortia as soon as possible.

Application Process

21. The £10m automatically awarded element of TSOG will be paid to authorities via revised Section 31 Grant Determination Letters in March 2024. All eligible authorities will receive this funding even if no application is made for the additional grant funding outlined below.
22. For the challenge elements of TSOG and GLF, a single challenge process will be used. This will aim to understand the policy frameworks and technology aspirations of bidding authorities and their readiness and ability to deliver the required maintenance and enhancement works. Bidding authorities are reminded that although schemes delivered with this grant funding will be primarily aimed at dealing with obsolescence and maintenance issues, they should also align with local policy frameworks and wider local transport objectives.
23. A similar but separate process will be used for ITMF and will also seek to understand the policy frameworks and technology aspirations of bidding authorities and their readiness and ability to deliver complex and innovative technical solutions.
24. The challenge processes will be on-line only and will be hosted on the Transport Technology Forum (TTF) website at www.ttf.uk.net. All eligible authorities will have a dedicated private area on this site to enable them to provide their responses. The process will be supported by TTF delivery partner LCRIG, who will be available to assist authorities with accessing and using this service.
25. The challenge questionnaire for TSOG and GLF is included as Annex A. This will require bidders to provide responses to the questionnaires via on-line forms hosted in the dedicated private areas of the TTF website and provide the opportunity to upload supporting information as required.
26. The challenge process for ITMF will be published in January 2024, but will follow the same principle of responses to high level policy and delivery challenges as TSOG and GLF. Given the greater degree of innovation and complexity expected in projects delivered using ITMF grants, authorities are strongly advised to commence development of proposals as soon as possible, ahead of the opening of the application process in April 2024.
27. The challenge questionnaire for TSOG and GLF includes three parts. Part 1A and 1B which form the formal response to the challenge process. Applications for TSOG or GLF will be assessed based on responses to this part of the questionnaire. Part 2 gathers additional information about the state of the sector. Part 2 will not be used as part the formal assessment but should be completed as it is vital that this information is collected. Details of the challenge questionnaire for ITMF will be made available in January 2024.

Grant Awards

28. The application process for TSOG and GLF will be open during November and December 2023. Bidders may save and return to their applications at any time during this period. The process will be closed, and applications locked at 1200hrs on 22 December 2023. Following assessment, an award announcement will be made in February 2024. Funding will be provided to successful recipients in March 2024 by the issue of a revised Section 31 Grant Determination Letter. For successful Combined Authority recipients, an additional submission as set out in paragraph 36 below shall be submitted to DfT before 15 March 2024 to enable the revised Section 31 Grant Determination Letter to be issued.
29. Further details of the application process for ITMF will be made available in January 2024.
30. For all grants, when assessing bids, the Department may make awards to the full value described above for each grant or partial awards of a percentage of the full value. Additional awards above the full value may be made in exceptional circumstances.
31. Detailed grant terms will be provided in the Section 31 Grant Determination Letter. After accepting the grant offer, the Chief Executive and Chief Internal Auditor of each of the recipient authorities will be required to sign and return to the Department a declaration. This must be received by the Department no later than 31 December 2024, and include confirmation that to the best of the authority's knowledge and belief, having carried out appropriate investigations and checks, in all significant respects the conditions of the grant have been complied with.

SPECIFIC ARRANGEMENTS FOR COMBINED AUTHORITIES

32. The Combined Authorities (CAs) defined in paragraph 8 have powers to pay grant to their constituent local authorities that run concurrently with the Secretary of State's powers under Section 31 of the Local Government Act 2003.
33. As such, CAs may bid for the challenge element of TSOG and GLF in one of two ways:

- They may stand aside and allow each of their constituent local highway authorities to submit individual applications. These will be assessed individually and, as with awards to authorities outside of CAs, awards will be made directly by the Secretary of State. Individual authorities may choose to bid for either TSOG or GLF.
- They may submit a combined bid on behalf of their area and use their powers to allocate funding within their areas. In this case, a single combined award to the CA would be made by the Secretary of State but it must be made clear by the CA in the bidding process how a successful grant award would then be ultimately distributed. A combined bid must be for either all TSOG or GLF and may not be for elements of both.

34. On the basis that a maximum of £500,000 will normally be allocated to any authority (paragraph 16 above), a CA combined bid should be no more than this value multiplied by the number of constituent local highway authorities it can distribute funding to:

- For example, a CA made up of six constituent eligible councils may bid for a maximum of [6 x £500,000 = £3,000,000]

35. CAs may also adopt a hybrid approach, and act for a number of their constituent authorities, while allowing others to make the own individual bids. In such circumstances, the total bid value that the Combined Authority can make will follow the formula above but with the multiplier reduced to reflect the number of non-participating constituent authorities. The CA must make clear in the bidding process how a successful grant award would be distributed to participating councils in their area. In this case, grant awards to non-participating local councils would be made directly by the Secretary of State, and a single combined award would be made by the Secretary of State to the CA for ultimate distribution to participating councils. The combined bid must be for either TSOG or GLF, (not both), but individual non-participating councils may bid for either, depending on their circumstances.

36. For successful combined or hybrid CA bids, an additional submission will be required to be made to DfT as part of the grant acceptance process indicating the agreement of each subsidiary council to being part of the CA combined bid.

37. To reflect the area-wide nature of intended outcomes for ITMF proposals, only one bid per CA area will be permitted. It will be the for the authorities within the CA to determine who makes the bid, but generally, in areas where wide-scale traffic management and control is provided at CA level, it should be the CA, but where a constituent local council operates as lead authority or is pre-eminent in this area, they should make the application.

Evaluation, Reporting and Assessment

FOR TSOG AND GLF AWARDS.

38. It is intended that a light touch approach to evaluation, reporting and assessment is adopted, and the Department does not expect successful recipients to devote a significant element of their awards to this purpose.

39. Evaluation will take two forms:

- Outturn – Successful recipients will be expected, at the start of the grant period to provide a programme of works including site location, projected start and end dates and scheme costs. Recipients will be expected to keep this programme up to date during the period of the grant and provide actual outturn information and changes and amendments to the programme at regular intervals. The dedicated private area on the TTF website used for bidding will also be used for this purpose, and the standard on-line monitoring form will be provided.
- Outcome – The Department is developing a common approach to outcome (economic, environmental and performance benefit) analysis of schemes delivered with TSOG and GLF funding. Further guidance will be issued on this subject, but it is expected that recipient authorities will support the Department as required to gather pre- and post-scheme delivery information and assist in the preparation of economic, environmental and performance analysis as required.

40. The Department is currently funding the development of DCIS, the Digital Controller Information Standard, and it is intended that where grant is expended at traffic signal sites, recipient authorities support the development of this standard in two ways:

- It is an aim of DCIS that a national, common numbering system is implemented for all UK traffic signal sites, to run alongside local numbering systems already in use. Authorities in receipt of TSOG or GLF funding will be expected to work with the DCIS development team to establish common numbers for their signal sites, initially for sites at which grant funded schemes will be delivered and for all sites by the end of the grant period in 2026.
- DCIS is developing a standard to allow site information currently described in the TOPAS2500 form (or similar), to be stored in a digital JSON schema. When works funded through TSOG or GLF require new or revised site information, recipient authorities shall work with the DCIS development team to ensure that this is provided in DCIS JSON format alongside information provided in other formats.

41. Detailed guidance will follow regarding the implementation of the draft DCIS standards.

FOR ITMF AWARDS

42. Recipients of ITMF grant funding will be required to work with the Department to identify key projected outcomes and benefits of their proposals and to work with the Department's analysts as required to gather relevant information and prepare analysis.
43. Recipients of ITMF should consider scheme monitoring and assessment of immediate and wider impacts as part of their proposals. It is expected that bids for ITMF grants will include a clearly defined allocation for this purpose.

Engagement

44. The Department will primarily use the TTF to support the bidding and delivery phases of each of the three grants. As outlined above, the TTF website will be used for applications to the challenge process and for submitting delivery programme and scheme progress information.
45. Bidders are strongly advised to make themselves aware of the activities of the TTF and participate where possible. The TTF website can be found at www.ttf.uk.net.
46. A series of webinars is planned to support the challenge bidding process for the three grants, and to brief successful recipients. Details will be made available via the TTF website.
47. For each of the grants, it is expected that recipients will participate in learning and outreach activities. It is intended to share general progress in the delivery of the grants and to identify general issues, problems and successes. The scale of investment in local traffic control represented by the three grants is unprecedented and so it is essential that to support the sector in the future, best practice and good and bad experiences are gathered and shared. Working collaboratively through the TTF will ensure this happens effectively.
48. There will be a particular onus on recipients of ITMF grants to participate in outreach and learning. With the stronger focus on research and development in this grant, and the aim to establish a series of 'beacon sites' for new technology, so the need to ensure learning and experience from them is greater. It is intended that these sites lead the way in justifying the wider adoption of new technologies and approaches through the innovation they deliver with ITMF funding.

ANNEX A

COMMON QUESTIONNAIRE FOR THE TRAFFIC SIGNAL OBSOLESCENCE GRANT (TSOG) AND GREEN LIGHT FUND (GLF) 2023

Please read this questionnaire in conjunction with the **2023 Traffic Signal Grants General Guidance**.

This questionnaire is designed to help the Department for Transport understand your traffic signals asset and the challenges you face. We are seeking information around:

- The size of your traffic signals asset estate
- Maintenance and obsolescence issues
- Needs and priorities
- Strategies for planning for the future
- Links to wider targets
- Preparedness for future technology opportunities

This questionnaire is common to applications for TSOG, to address specific backlogs in dealing with obsolete equipment and GLF, to address more general need for maintenance and upgrading. It is for each authority to determine which of these funds best reflects their current position. It is not possible to apply for both funds for a single authority or in a single CA combined bid.

The questions are very similar to those used in the 2021 Traffic Signal Maintenance (TSM) challenge process. If your authority provided answers at that time, it is vital that you provide updated information now to help us understand the progress authorities have made in that time.

Do not provide your answers into this form, it is for information only. Your authority will be provided with access to an online version of this form through which to provide your responses.

Access to the form is through the TTF website here:

<https://tff.uk.net/traffic-signals-funding/>

A login in will be required to complete the questionnaire and this process is being managed by LCRIG. Each authority's individual login credentials used for the 2021 TSM grant application process can be used for this process. Traffic signals managers in each authority will be contacted by LCRIG to confirm their login details. For support with logins, or for any questions relating to the completion of the questionnaires, please contact:

signals_maintenance@lcrig.org.uk

Part 1A and 1B form the formal response to the challenge process. Your application for TSOG or GLF will be assessed based on your responses to this Part. **Part 2** allows us to gather additional information about the state of the sector. Part 2 will not be used as part of your assessment, but please complete it – it is vital that we collect this information.

Part 1A – Plans and strategies – Questions relating to TSOG or GLF applications.

Tell us which grant you are applying for – TSOG or GLF

1	<p>Provide a plan for improvements</p>	<p>What is your overall rationale for interventions? Is your primary aim to address obsolete equipment or general maintenance? Include future plans for traffic signal operation and maintenance, including whole life operating cost reductions, preparations for emerging technologies and services and wider Authority objectives, priorities and policies.</p> <p>If you intend to include an element of expenditure not at traffic signal sites, (such as VMS replacement or UTC maintenance), describe it here.</p>
2	<p>Prioritised upgrade plan</p>	<p>Do you have a methodology used to assess and grade traffic signal locations and select those to be maintained or upgraded? Show the mechanism you use for managing and prioritising traffic signal maintenance over future years.</p> <p>For TSOG - Describe the scale of the obsolescence issue you have.</p> <p>For GLF – Describe the general maintenance and / or upgrading issues you must address.</p>

Part 1B – Plans and strategies – Questions common to both TSOG and GLF applications.

3	Links to carbon reduction and Air Quality (AQ) targets	Show any methodology you have for linking traffic signal improvements to carbon reduction and AQ targets. Show anticipated improvements from interventions and contribution to overall authority targets. Demonstrate ranking of intervention sites by carbon and AQ gains.
4	Monitoring plan, including indicator selection and targets	Indicate proposals for monitoring improvements due to traffic signal maintenance. Describe selected indicator set, and how this links to wider authority policies and targets. Indicate methodology for before and after assessment and evaluation of the financial and traffic impacts of interventions and how this will drive future years maintenance programming.
5	Technology vision	Outline wider authority technology vision and the role traffic signal upgrading will play in this. Describe technology strategy and aims. Describe policy for ensuring increased reliability and reduced maintenance and operating costs for upgraded assets and plans for preparing for increased availability of data and readiness for connected vehicles.
6	Support to public transport, vulnerable road users and active travel	Demonstrate ways in which the opportunity presented by upgrading traffic signal sites will align with your policies and / or plans for Public Transport, Pedestrians, Mobility and Visual Impaired, Active Travel; and benefits realised for these users.
7	Future proofing	Demonstrate plans to ensure traffic signal upgrading can add flexibility to policy and technological changes, support for new mobility ideas and open publishing of data.

Part 2 – Local Councils signal asset questionnaire

8	<p>Details of your signal asset and maintenance regime</p>	<p>Expenditure;</p> <ul style="list-style-type: none"> • how much do you spend in total on traffic signal maintenance? • what is the value of your backlog? <p>How many junctions & crossings are you responsible for?</p> <ul style="list-style-type: none"> • Junctions • Mid-blocks • %age on SCOOT or MOVA • %age with above ground detection • What form of SCN / site numbering schema do you use? <p>Traffic equipment maintenance;</p> <ul style="list-style-type: none"> • Do you have a term maintenance contractor, if so, what is the value of the contract? • Cost of periodic inspections? • Cost of fault repair? • How many local authority FTEs (full-time equivalent posts) are responsible for traffic signals? • What fault reporting systems do you use? <p>How many signalised junctions in your area have:</p> <ul style="list-style-type: none"> • at least one un-signalised pedestrian crossing? • no pedestrian facilities on at least one arm? <p>At standalone (mid-block) signalised crossings in your area, what is;</p> <ul style="list-style-type: none"> • the average time between someone pressing the button at the crossing and the crossing showing a green signal to them? • what is the maximum time set for this?
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Department
for Transport

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SW1P 4DR

Web Site: www.gov.uk/dft

Our Ref: E/TSG23/01/

Date: 14 November 2023

To Chief Officers, recipient list attached.

**TRAFFIC SIGNALS GRANT AWARDS;
TRAFFIC SIGNAL OBSOLESCENCE GRANT
GREEN LIGHT FUND
INTELLIGENT TRAFFIC MANAGEMENT FUND**

I am delighted to inform you of our intention to award £70m funding for the period 2024/25 to 2025/26 to English local transport authorities with responsibility for traffic signal maintenance and upgrading. Three funds have been established;

- £30m **Traffic Signal Obsolescence Grant (TSOG)**, from the Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance) Specific Grant Determination for 2023/24
- £20m **Green Light Fund (GLF)**
- £20m **Intelligent Traffic Management Fund (ITMF)**

We will automatically allocate £10m of TSOG funding to eligible local authorities currently in receipt of Highways Maintenance Block (HMB) and / or Integrated Transport Block (ITB) funding based on the transport metrics within the ITB formula mechanism. **For the remaining £20m of TSOG and all of GLF, we will award additional funding in blocks of £500,000 to around 80 local authorities based on the demonstration of appropriate policies and procedures through a challenge process as outlined in Annex A of the General Guidance referred to below.**

For TSOG and GLF, we will be working with the Local Council Roads Innovation Group (LCRIG) to collect evidence in response to the challenges set out in Annex A of the General Guidance. The process for making responses is via a secure, authority specific questionnaire hosted on the TTF website.

General Guidance for all three grant funds has been issued and is available at this address.

<https://tff.uk.net/traffic-signals-funding/>.

This address also permits access to the individual authority questionnaire pages to be used for responses. Unique login details for each authority will be made available by LCRIG in the coming days.

The application process for TSOG and GLF is open now, and will close at 1200 on the 22nd December 2023.

The application process for ITMF will open in April 2024 and further information will be provided nearer the time.


TSOG and GLF funding is being allocated specifically to address the backlog in obsolescence related or general traffic signal maintenance and upgrading works in English local authorities. It cannot be used to replace existing allocated resource but is funding for new work or additional 'top up' to existing programmes. Only one bid per highway authority area will be considered, so in areas where lead authority arrangements exist, or where traffic signals responsibility is shared, coordination of bidding will be required. The General Guidance sets out specific procedures for bids from Combined Authorities. Funding will be awarded based responses to the online questionnaire that demonstrate need and evidence an authority's understanding of their estate, maintenance priorities and policy vision. Detailed requirements for bids for ITMF will be published in January 2024.

Please note the Department intends to undertake out-turn monitoring of scheme delivery and outcome evaluation of scheme effectiveness and will require authorities to provide information for this purpose as required. We may also publish authorities' results on the Department's website or the website of the Transport Technology Forum.

For further details or if you have any queries about the grant process, please contact Darren Capes (Darren.capes@dft.gov.uk). For support with accessing the website and General Guidance, or for any questions relating to the completion of the questionnaires, please contact (signals_maintenance@lcrig.org.uk).

Yours sincerely

Anthony Ferguson
Deputy Director, Traffic and Technology



Enclosed:

Annex A – Grant conditions
Annex B – List of recipients

ANNEX A - GRANT CONDITIONS

1. Grant paid to a local authority under this determination may be used only for the purposes that a capital receipt may be used for in accordance with regulations made under section 11 of the Local Government Act 2003.

2. A statement of grant usage for Local Authorities will be required. If the amount of grant paid to the authority in the year is more than £50,000, the authority must prepare, as soon as possible after all grant has been paid, a statement of grant usage giving details of eligible payments and sources of funding for work carried out on the submitted project or projects, in the years spanning 01 April 2024 to 31 March 2026. The statement must be signed by the Chief Financial Officer.

For grants of £100,000 and above, the authority must submit the statement of grant usage to its external auditor, together with a request that the external auditor should certify whether the entries on the statement are fairly stated in accordance with the grant terms and conditions.

Once these statements of grant usage have been prepared by the authority and certified as required by the Chief Financial Officer and the external auditor, they must be submitted to DfT as soon as possible.

3. If an authority fails to comply with any of the conditions and requirements of paragraphs 1 and 2, the Minister may-

- a) reduce, suspend or withhold grant; or
- a) by notification in writing to the authority, require the repayment of the whole or any part of the grant.

4. Any sum notified by the Minister under paragraph 3(b) shall immediately become repayable to the Minister.

ANNEX B – LIST OF RECIPIENTS

Council	Job Title
Barnsley Metropolitan Borough Council	Chief Executive
Bath and North East Somerset Council	Chief Executive
BCP Council	Chief Executive
Bedford Council	Chief Executive
Birmingham City Council	Chief Executive
Blackburn with Darwen Council	Chief Executive
Blackpool Council	Chief Executive
Bolton Council	Chief Executive
Bracknell Forest Borough Council	Chief Executive
Brighton and Hove City Council	Chief Executive
Bristol Council	Chief Executive
Buckinghamshire County Council	Chief Executive
Bury Council	Deputy Chief Executive
Calderdale Council	Chief Executive
Cambridgeshire and Peterborough Combined Authority	Chief Executive
Cambridgeshire County Council	Chief Executive
Central Bedfordshire Council	Chief Executive
Cheshire East Council	Chief Executive
Cheshire West and Chester Council	Deputy Chief Executive
City of Bradford Metropolitan District Council	Chief Executive
City of Doncaster Council	Chief Executive
City of York Council	Chief Executive
Cornwall County Council	Chief Executive
Coventry City Council	Chief Executive
Cumberland Council	Chief Executive
Darlington Borough Council	Chief Executive
Derby City Council	Chief Executive
Derbyshire County Council	Chief Executive
Devon County Council	Chief Executive
Dorset County Council	Chief Executive
Dudley Metropolitan Borough Council	Chief Executive
Durham County Council	Chief Executive
East Riding of Yorkshire Council	Chief Executive

East Sussex County Council	Chief Executive
Essex County Council	Chief Executive
Gateshead Metropolitan Borough Council	Chief Executive
Gloucestershire County Council	Chief Executive
Halton Borough Council	Chief Executive
Hampshire County Council	Chief Executive
Hartlepool Borough Council	Chief Executive
Herefordshire County Council	Chief Executive
Hertfordshire County Council	Chief Executive
Hull City Council	Chief Executive
Isle of Wight Council	Chief Executive
Kent County Council	Chief Executive
Kirklees Council	Chief Executive
Knowsley Council	Chief Executive
Lancashire County Council	Chief Executive and Director of Resources
Leeds City Council	Chief Executive
Leicester City Council	Chief Operating Officer
Leicestershire County Council	Chief Executive
Lincolnshire County Council	Chief Executive
Liverpool City Council	Chief Executive
Liverpool City Region Combined Authority	Chief Executive
Luton Borough Council	Chief Executive
Manchester City Council	Chief Executive
Medway Council	Chief Executive
Middlesbrough Council	Chief Executive
Milton Keynes Council	Chief Executive
Newcastle City Council	Chief Executive
Norfolk County Council	Chief Executive
North East Combined Authority	Chief Executive
North East Lincolnshire Council	Chief Executive
North Lincolnshire Council	Chief Executive
North Northamptonshire Council	Chief Executive
North Somerset Council	Chief Executive
North Tyneside Council	Chief Executive
North Yorkshire County Council	Chief Executive
Northumberland County Council	Chief Executive

Nottingham City Council	Chief Executive
Nottinghamshire County Council	Chief Executive
Oldham Council	Chief Executive
Oxfordshire County Council	Chief Executive
Peterborough City Council	Chief Executive
Plymouth Council	Chief Executive
Portsmouth City Council	Chief Executive
Reading Council	Chief Executive
Redcar and Cleveland Council	Chief Executive
Rochdale Metropolitan Borough Council	Chief Executive
Rotherham Metropolitan Borough Council	Chief Executive
Royal Borough of Windsor & Maidenhead Council	Chief Executive
Rutland Council	Interim Chief Executive
Salford City Council	Chief Executive
Sandwell Metropolitan Council	Chief Executive
Sefton Council	Chief Executive
Sheffield City Council	Chief Executive
Shropshire Council	Chief Executive
Slough Council	Chief Executive
Solihull Council	Chief Executive
Somerset County Council	Chief Executive
South Gloucestershire Council	Chief Executive
South Tyneside Council	Chief Executive
South Yorkshire Mayoral Combined Authority	Chief Executive
Southampton City Council	Chief Executive
Southend-on-Sea City Council	Chief Executive
St Helens Metropolitan Borough Council	Chief Executive
Staffordshire County Council	Leader
Stockport Council	Chief Executive
Stockton-on-Tees Borough Council	Chief Executive
Stoke-on-Trent Council	City Director
Suffolk County Council	Chief Executive
Sunderland City Council	Chief Executive
Surrey County Council	Chief Executive
Swindon Borough Council	Chief Executive
Tameside Metropolitan Borough Council	Chief Executive

Tees Valley Combined Authority	Chief Executive
Telford & Wrekin Council	Chief Executive
Thurrock Council	Managing Director
Torbay Council	Interim Chief Executive
Trafford Metropolitan Borough Council	Chief Executive
Transport for Greater Manchester (Combined Authority)	Chief Executive
Transport for West Midlands	Chief Executive
Wakefield Council	Chief Executive
Walsall Metropolitan Borough Council	Chief Executive
Warrington Borough Council	Chief Executive
Warwickshire County Council	Chief Executive
West Berkshire Council	Chief Executive
West Northamptonshire Council	Chief Executive
West of England Combined Authority	Chief Executive
West Sussex County Council	Chief Executive
West Yorkshire Combined Authority	Chief Executive
Westmorland and Furness Council	Chief Executive
Wigan Council	Chief Executive
Wiltshire Council	Chief Executive
Wirral Council	Chief Executive
Wokingham Borough Council	Chief Executive
Wolverhampton City Council	Chief Executive
Worcestershire County Council	Chief Executive