North Yorkshire Council

Assistant Director Resources: Environment

12 April 2024

Traffic Signal Obsolescence Grant: Grant Acceptance

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 to accept £117,151.93 from the Traffic Signal Obsolescence Grant, based on the Integrated Transport Block allocation grant formula.

2.0 BACKGROUND

2.1 In November 2023, the Department for Transport (DfT) made £30M of funding available for traffic signals maintenance and upgrade through the Traffic Signal Obsolescence Grant (TSOG), £10M of which was to be distributed automatically to eligible English highway authorities. The remaining £20M was available to local authorities to bid into via a challenge application process.

2.2 NYC submitted a bid, but following a recent DfT announcement, the Council was advised it had been unsuccessful. Therefore, this report is focused solely on seeking approval to accept the automatic formula-based allocation.

2.3 The TSOG is targeted at upgrading obsolete traffic signal systems to improve reliability, primarily at sites using halogen lamps and legacy 2g and 3g communications. Considering its unsuccessful bid, officers are currently reviewing the options for how the formula allocated funding will be spent, but it will likely include continued replacement of its remaining halogen lamp traffic signals, associated equipment and signal controllers, with ELV technology.

2.4 The Authority is required no later than 30th April 2024 to produce a list of the schemes you intend to deliver with this grant funding.

2.5 The Chief Executive and Chief Internal Auditor of each Authority will be required to sign and return the Department for Transport a declaration, included in the grant conditions, to be received no later than 31st October 2024.

3.0 FINANCIAL IMPLICATIONS

3.1 NYC's allocation from the £10M of TSOG is allocated, automatically, according to existing Integrated Transport Block formula funding and is in addition to existing Local Transport Plan (LTP) capital allocations. This funding has been issued under the same grant conditions as the main capital block funding under Specific Grant Determination (2023/24): No.31/6681 and is provided as non-ring-fenced capital grant and is to be spent by 31st March 2026. This relates to capital funding of £117,151.93 and no additional match funding is required from NYC.

4.0 LEGAL IMPLICATIONS

4.1 The draft Terms and Conditions for the grant have not yet been reviewed by Legal Services. If any of the terms and conditions present an unacceptable risk for the Council, then the grant offer would be declined.

4.2 Any expenditure of the grant will be in line with the Subsidy Control Act 2022.

4.3 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.

5.0 EQUALITIES IMPLICATIONS

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

6.0 CLIMATE CHANGE IMPLICATIONS

6.1 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.

7.0 REASONS FOR RECOMMENDATIONS

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

8.0 RECOMMENDATION

8.1 It is recommended that the Assistant Director Resources - Environment approves acceptance of the automatically allocated formula based grant of £117,151.93

APPENDICES:

Appendix A – Equalities Impact Assessment Screening Form
Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Barrie Mason
Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Assistant Director
County Hall
Northallerton
30 November 2023

Report Author – Allan McVeigh
Presenter of Report – Allan McVeigh

Appendix A

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	Acceptance of Traffic Signals Obsolescence Grant
Officer(s) carrying out screening	Allan McVeigh
What are you proposing to do?	Accept the formula allocated Traffic Signals Obsolescence Grant 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.	No

Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics

As part of this assessment, please consider the following questions:

- 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?

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.

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 example, partners, funding criteria, etc.). Do	No		

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)	Barrie Mason			
Date	03/04/2024			

Appendix B

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	**Acceptance of Traffic Signals Obsolescence Grant**
Brief description of proposal	**Accept Traffic Signals Obsolescence Grant**
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	**22 March 2024**

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.

N/A

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.

Acceptance of the formula-based grant will reduce the pressure on existing capital budgets to the value of the allocation.

How will this proposal impact on the environment? **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.**		**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
Minimise **greenhouse gas emissions** e.g. reducing emissions from travel, increasing energy efficiencies etc.	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 requiring fewer maintenance trips and associated vehicle emissions.		

How will this proposal impact on the environment? **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.**	**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
Minimise **waste:** Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		Y				
Reduce **water** consumption		Y				
Minimise **pollution** (including air, land, water, light and noise)	Y			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.		
Ensure **resilience** to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	Y			The reduction of vehicle emissions will contribute to lower carbon footprint and climate change effects.		

How will this proposal impact on the environment? **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.**	**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
Enhance **conservation** and wildlife		Y				
Safeguard the distinctive characteristics, features and special qualities of **North Yorkshire's landscape**	Y			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.		
Other (please state below)		Y				

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

Appendix B

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	
Completion date	**22 March 2024**

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 03/04/2024