

# Supplementary Papers for Cabinet – Urgent Item

Date: Wednesday, 22 May 2024



## 17. Our Place and Environment: Traffic Signal Obsolescence Grant (TSOG) & Green Light Fund (GLF)

3 - 16

In November 2023 the council was informed by the Department for Transport (DfT) it had been allocated £119k of Traffic Signal Obsolescence Grant (TSOG) and that it could apply for a further £500k from the Green Light Fund (GLF) by 18 December 2023.

The council submitted an application to the GLF by the December deadline and in March 2024 the DfT wrote to confirm success and payment of £619k (=£119k TSOG + £500k GLF).

This paper informs Cabinet of the success and seeks delegation to formally accept and invest the awarded grant in line with the application.

PLEASE NOTE: this urgent item is being brought to Cabinet in accordance with the Constitution and pursuant to Regulation 11 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 ('the Regulations').

In accordance with the Constitution the Chairman of Overview and Scrutiny Committee has been notified and the Chairman of Council and the Chairman of the Environment and Place Overview and Scrutiny Committee have supported the item being brought to the Cabinet under special urgency provisions.

Published: 21 May 2024

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## CABINET



Report subject	<b>Our Place and Environment: Traffic Signal Obsolescence Grant (TSOG) &amp; Green Light Fund (GLF)</b>
Meeting date	22 May 2024
Status	Public Report
Executive summary	<p>In November 2023 the council was informed by the Department for Transport (DfT) it had been allocated £119k of Traffic Signal Obsolescence Grant (TSOG) and that it could apply for a further £500k from the Green Light Fund (GLF) by 18 December 2023.</p> <p>The council submitted an application to the GLF by the December deadline and in March 2024 the DfT wrote to confirm success and payment of £619k (=£119k TSOG + £500k GLF).</p> <p>This paper informs Cabinet of the success and seeks delegation to formally accept and invest the awarded grant in line with the application.</p>
Recommendations	<p><b>It is RECOMMENDED that Cabinet:</b></p> <ul style="list-style-type: none"> <li><b>a) Accept the £619,283.37 from the Department for Transport funded Traffic Signal Obsolescence Grant &amp; Green Light Fund</b></li> <li><b>b) Delegate investment of the Traffic Signal Obsolescence &amp; Green Light Fund grants to the Director for Planning &amp; Transport in consultation with the Chief Finance Officer.</b></li> </ul>
Reason for recommendations	<p>Financial Regulations require the acceptance of external funding of between £100,000 and £1.0m to be approved by Cabinet in consultation with the Chief Financial Officer.</p> <p>The grant shall be used to upgrade identified (prioritised) signal assets (crossings and junctions) that are at end of life ensuring that they continue to operate. The upgrades shall result in reduced energy consumption.</p>
Portfolio Holder(s):	<p>Councillor Vikki Slade – Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Councillor Andy Hadley – Portfolio Holder for Climate Emergency,</p>

	Environment and Energy
Corporate Director	Graham Farrant - Chief Executive
Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Michelle Fillingham – ITS/Traffic Signals Team Leader
Wards	Council-wide
Classification	For Decision

## Background

1. In November 2023 the council was informed by the Department for Transport (DfT) it had been allocated £119k of Traffic Signal Obsolescence Grant (TSOG) and that it could apply for a further £500k from the Green Light Fund (GLF) by 18 December 2023.
2. The council submitted an application to the GLF by the December deadline and in March 2024 the DfT wrote to confirm success and the award of £619k (=£119k TSOG + £500k GLF). Note: only 31 of 100 authorities were granted the extra £500k.
3. This follows the successful award in March 2021 when the Council was awarded £250k from the DfT Traffic Signals Maintenance Fund which was delivered successfully within budget and on time.
4. The TSOG and GLF has been granted on the basis that it is invested in line with the 18 December 2023 application which was to deliver the following:
  - i. Light Emitting Diode (LED) retrofit at 50+ signal sites
  - ii. 4G upgrade of communications at 30+ signal sites
  - iii. 3 x obsolete signal junction replacement controllers
  - iv. 5 x signal junction LED retrofit
  - v. 2 x signal junction refurbishments incorporating new pedestrian facilities.

## Options Appraisal

5. Option 1 - accept the grant and enhance/upgrade the council traffic signals/crossing assets. **RECOMMENDED**
6. Option 2 – decline the £619k grant and do not upgrade the council traffic signals/crossing assets.

## Summary of financial implications

7. Formal acceptance of the grant was originally requested by the end of April 2024 but was subsequently extended to the end of May 2024 enabling officers to report to Cabinet.

8. The investment is scalable and costs shall be monitored throughout the programme to ensure it remains within budget. In some instances, funding from the TSOG and GLF will be combined with Local Transport Plan (LTP) funding that has already been approved/allocated for investment in traffic signal and crossing equipment.
9. Accepting the grant shall help the council to upgrade traffic signal related assets resulting in reduced maintenance and energy costs.
10. Declining the grant funding would mean that the existing signal infrastructure would continue to deteriorate and require funding from other sources to prevent failure of the asset. Acceptance would mean that a significant number of obsolete signals and communications assets shall be upgraded.
11. The conditions of the grant require investment of it grant during 2024/25 and 2025/26 financial years.

#### **Summary of legal implications**

12. There are no legal implications directly arising from this report.

#### **Summary of human resources implications**

13. The council Intelligent Transport Systems (ITS)/Traffic Signals team within the Transport and Sustainable Travel Service Unit is resourced to programme manage the investment.

#### **Summary of sustainability impact**

14. The upgrading of the signal equipment to LED would reduce energy consumption.

#### **Summary of public health implications**

15. The upgraded signal equipment should result in improved resilience, visibility and performance for all modes of travel.
16. At two identified locations in addition to refurbishment of the signals formal pedestrian crossing facilities shall be added which should improve safety and create a better environment for pedestrians and wheelers.

#### **Summary of equality implications**

17. No impact assessment has been undertaken in relation to the decision to accept the funding. Where applicable equalities impact assessments shall be undertaken for locations.

#### **Summary of risk assessment**

18. Not accepting the Traffic Signal Obsolescence Grant & Green Light Fund would result in the further deterioration of already obsolete signal equipment where spares are no longer available to repair faults and could result in signals having to be switched off as they will no longer be repairable. This could leave pedestrians unable to cross the road safely.
19. Not upgrading the identified signal controllers could in the future lead to them being unmaintainable resulting in a lack of coordination between signal sites across the wider Urban Traffic Control regions creating unnecessary delays to

vehicles and impacting bus journey times. This will impact being able to achieve reductions in traffic congestion, which in turn impact on air quality especially for pedestrians, wheelers, cyclists, the local economy, health and wellbeing and climate change targets.

**Background papers**

None.

**Appendices**

Appendix 1 - Funding letter from DfT dated 22 March 2024



## Department for Transport

Anthony Ferguson  
Deputy Director  
Traffic and Technology  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Fao Graham Farrant,  
Chief Executive,  
Bournemouth Christchurch and Poole Council,

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref: E06000058  
/PFD/01/dc

Sent via email to: [graham.farrant@bcpcouncil.gov.uk](mailto:graham.farrant@bcpcouncil.gov.uk)

Date: 22 March 2024

Dear Sir / Madam,

### **Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination (2023/24): No.31/6681**

### **Traffic Signal Obsolescence Grant (TSOG) and Green Light Fund (GLF)**

#### **Bournemouth Christchurch and Poole Council**

Further to the Secretary of State for Transport's announcement of Plan for Drivers measures in March 2024, I am writing to confirm that £619283 will be paid to Bournemouth Christchurch and Poole Council on 26<sup>th</sup> March 2024 from the Traffic Signal Obsolescence Grant and Green Light Fund. 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 31<sup>st</sup> March 2026.

The table below sets out the amount we have paid to Bournemouth Christchurch and Poole Council from the Traffic Signal Obsolescence Grant and Green Light Fund. This is an additional award on top of the local transport capital funding for the 2023/24 financial year to your authority. This letter should be read in conjunction with the letter sent to you in June 2023 detailing that award.

#### **2024 Traffic Signal Obsolescence Grant and Green Light Fund Allocation**

<b>Transport authority</b>	<b>Total award (£)</b>	<b>TSOG element (£)</b>	<b>GLF element (£)</b>
Bournemouth Christchurch and Poole Council	619283	119283	500000

The this table shows the total funding to be provided to your authority from the 'automatic' and challenge fund elements of TSOG and GLF. The challenge element of your award has been reallocated from TSOG to GLF to assist with balancing available budgets. This does not affect your use of the grant and you should proceed with delivery as planned and stated in your challenge application.

This funding is being allocated specifically to address the backlog in traffic signal maintenance and upgrading works in English local authorities and is made up of two funds:

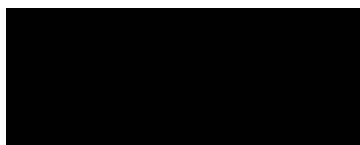
- TSOG, the Traffic Signal Obsolescence Grant, to upgrade traffic signal systems by replacing obsolete equipment and,
- GLF, the Green Light Fund, to provide funding to tune up traffic signals to better reflect current traffic conditions and get traffic flowing.

Following the application you submitted to the challenge process in 2023, you have been allocated funding from the Traffic Signal Obsolescence Grant and Green Light Fund to target the issues outlined above in your area.

The Department intends to undertake a sample audit of evidence from some authorities during the financial year and in addition, in the interests of transparency we may also publish full results of all authorities' results on the Government website.

Further details will be issued shortly but please contact Darren Capes ([Darren.capes@dft.gov.uk](mailto:Darren.capes@dft.gov.uk)) if you have any queries at this time.

Yours sincerely



**Anthony Ferguson**  
**Deputy Director, Traffic and Technology**

Enclosed

Annex A	The Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination (2023/24): No.31/6681.
Annex B	Grant conditions.
Annex C	Additional information relevant to this grant award.
Annex D	English local transport authorities, list of awards under the TSOG and GLF Grants.

March 2024

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Bournemouth Christchurch and Poole Council



## **ANNEX A**

### **Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination (2023/24): No.31/6681.**

The Minister for Local Transport (“the Minister”), in exercise of the powers conferred by section 31 of the Local Government Act 2003, makes the following determination:

#### **Citation**

This determination may be cited as the Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination (2023/24): No.31/6681.

#### **Purpose of the grant**

The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them.

#### **Determination**

The Minister determines:

- (a) that the authorities listed in Annex D are the authorities to which grant under this determination is to be paid.
- (b) that the maximum amount of grant payable to each authority shall be the amount shown against the name of the authority in the accompanying table at Annex D.

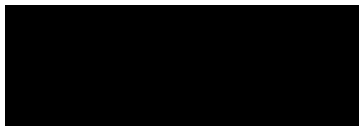
#### **Grant conditions**

Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Minister determines that the grant will be paid subject to the conditions in Annex B.

#### **Treasury consent**

Before making this determination in relation to local authorities in England, the Minister obtained the consent of the Treasury.

Signed by authority of the Minister for Local Transport



Anthony Ferguson  
A senior civil servant within the Department for Transport

March 2024

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Bournemouth Christchurch and Poole Council

## ANNEX B

### 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) The Chief Executive and Chief Internal Auditor of each of the recipient authorities will be required to sign and return to the team leader of the Smart Transport Team in the Department for Transport a declaration, to be received no later than 31<sup>st</sup> October 2024, in the following terms:

*“To the best of our knowledge and belief, and having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to the Local Transport Capital Block Funding (Integrated Transport and Highway Maintenance Blocks) Specific Grant Determination (2023/24): No.31/6681 have been complied with”.*
- 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
  - b) 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.
- 5) You are required no later than 30<sup>th</sup> April 2024 to produce a list of the schemes you intend to deliver with this grant funding to address these issues, which should be submitted through the on-line portal available on the Transport Technology Forum website. Details of this process will be published shortly, and we will be working with the Local Council Roads Innovation Group (LCRIG) to support authorities to provide this information.
- 6) This determination includes a declaration that you and your Authority’s Chief Internal Auditor are required to sign and return to the Department for Transport by 30 October 2024. Please provide this declaration to [darren.capes@dft.gov.uk](mailto:darren.capes@dft.gov.uk).

March 2024

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Bournemouth Christchurch and Poole Council

## **ANNEX C**

### **Additional Information**

Recipients of grant funding from the Traffic Signal Obsolescence Grant and / or the Green Light Fund are advised of the following additional Information.

#### **DCIS, the Digital Controller Information Standard**

The DfT is working with an industry group to develop a digital standard for the description of traffic signal layout, operation and controller logic, to be known as DCIS, the Digital Controller Information Standard. This will ultimately allow detailed information for traffic signal controllers and their operation to be stored in an open, non-proprietary digital format that is capable of being shared freely and used by other systems and services. It is anticipated that a key benefit of DCIS will be the ability for controllers to be specified, designed, configured and maintained as a 'end to end' digital process with information in a common open format flowing between the actors engaged in each stage of the process. As the DCIS standard is developed through its alpha and beta design phases, we expect authorities using TSOG and GLF funding to undertake works at traffic signal sites to engage with the DCIS development team as needed.

An initial phase of the DCIS programme is to develop a common numbering system to be applied in parallel to locally used numbering systems to all traffic signal sites in the UK. This common number is to be known as the 'Simmonite Number', in recognition Brian Simmonite, one of the founders of traffic signal adaptive control in the UK.

As part of the requirement of TSOG and GLF recipients to provide a scheme list on receipt of grant funding, it is also required that recipients work with the Transport Technology Forum and the DCIS team to apply Simmonite Numbers to their signals estate. Further guidance for this requirement will be issued by the Transport Technology Forum in April 2024.

#### **DTRO, the Digital Traffic Regulation Orders Standard**

A further issue which, although not directly relevant to traffic signal maintenance will be of interest is the DTRO programme. The Government is moving ahead with the Automated Vehicles bill which will require local authorities send the legal Traffic Regulation Orders they make (for example, to set speed limits, close roads and designate parking bays) to a central publication platform. The DfT are currently working on building the central platform and will soon be looking for Traffic Authorities to take part in Private Beta testing. We then aim to enter into Public Beta before the end of this year, at that point, the service will be open to all. This will allow Traffic Authorities to begin using the service in advance of it becoming a legal requirement if they wish.

The Department will provide support through this change and will be working with software providers to make the change as seamless as possible for those who already use software to create TROs. The Department will continue to work with the British Parking Association and attend events through the spring. The subject of DTRO will be addressed at the Transport Technology Forum Conference in April 2024 and the TTF Working Group will be available to provide additional and ongoing support to the sector, including newsletters, videos and webinars. It is anticipated that in Autumn 2024 a full round of stakeholder engagement will commence.

## ANNEX D

### English local transport authorities, list of awards under the TSOG and GLF Grants

Authority	<b>TOTAL Grant (£)</b>	Total from the TSOG fund (£)	Total from the GLF fund (£)
Bath & North East Somerset Council	<b>45,070</b>	45,070	-
BCP Council	<b>619,283</b>	119,283	500,000
Bedford Council	<b>544,683</b>	544,683	-
Blackburn with Darwen Council	<b>555,185</b>	555,185	-
Blackpool Council	<b>566,656</b>	66,656	500,000
Bracknell Forest Council	<b>527,903</b>	27,903	500,000
Brighton and Hove City Council	<b>118,547</b>	118,547	-
Bristol Council	<b>606,301</b>	606,301	-
Buckinghamshire County Council	<b>87,467</b>	87,467	-
Cambridgeshire County Council	<b>623,624</b>	123,624	500,000
Central Bedfordshire Council	<b>552,899</b>	552,899	-
Cheshire East Council	<b>577,003</b>	577,003	-
Cheshire West and Chester Council	<b>575,724</b>	575,724	-
City of Stoke-on-Trent Council	<b>64,563</b>	64,563	-
City of York Council	<b>560,843</b>	60,843	500,000
Cornwall Council	<b>159,083</b>	159,083	-
Coventry City Council	<b>500,000</b>	-	500,000
Cumberland Council	<b>49,721</b>	49,721	-
Darlington Borough Council	<b>34,336</b>	34,336	-
Derby City Council	<b>570,183</b>	70,183	500,000
Derbyshire County Council	<b>641,218</b>	141,218	500,000
Devon County Council	<b>639,551</b>	139,551	500,000
Dorset Council			

	<b>576,383</b>	76,383	500,000
Durham County Council	<b>500,000</b>	500,000	-
East Riding of Yorkshire Council	<b>563,556</b>	563,556	-
East Sussex County Council	<b>613,122</b>	113,122	500,000
Essex County Council	<b>743,178</b>	243,178	500,000
Gloucestershire County Council	<b>610,874</b>	610,874	-
Hampshire County Council	<b>205,239</b>	205,239	-
Hartlepool Borough Council	<b>27,864</b>	27,864	-
Herefordshire County Council	<b>541,428</b>	41,428	500,000
Hertfordshire County Council	<b>677,026</b>	677,026	-
Hull City Council	<b>554,953</b>	54,953	500,000
Isle of Wight Council	<b>265,888</b>	265,888	-
Kent county council	<b>86,420</b>	86,420	-
Kirklees Council	<b>500,000</b>	-	500,000
Lancashire County Council	<b>234,614</b>	234,614	-
Leeds City Council	<b>500,000</b>	500,000	-
Leicester City Council	<b>599,054</b>	99,054	500,000
Leicestershire County Council	<b>605,720</b>	105,720	500,000
Lincolnshire County Council	<b>628,352</b>	128,352	500,000
Liverpool City Region Combined Authority	<b>390,209</b>	390,209	-
Luton Borough Council	<b>556,464</b>	556,464	-
Medway Council	<b>561,579</b>	561,579	-
Middlesbrough Borough Council	<b>40,962</b>	40,962	-
Milton Keynes City Council	<b>559,177</b>	559,177	-
Norfolk County Council	<b>660,478</b>	160,478	500,000
North East Combined Authority	<b>540,573</b>	540,573	-
North East Lincolnshire Council	<b>557,316</b>	557,316	-

North Lincolnshire Council	<b>44,915</b>	44,915	-
North Northamptonshire Council	<b>552,860</b>	552,860	-
North Somerset Council	<b>537,668</b>	537,668	-
North Yorkshire Council	<b>117,152</b>	117,152	-
Northumberland County Council	<b>500,000</b>	500,000	-
Nottingham City Council	<b>631,374</b>	131,374	500,000
Nottinghamshire County Council	<b>651,759</b>	651,759	-
Oxfordshire County Council	<b>642,923</b>	642,923	-
Peterborough City Council	<b>54,526</b>	54,526	-
Plymouth Council	<b>75,337</b>	75,337	-
Portsmouth City Council	<b>571,733</b>	71,733	500,000
Reading Council	<b>561,231</b>	561,231	-
Redcar & Cleveland Borough Council	<b>33,057</b>	33,057	-
Rotherham Metropolitan Borough Council	<b>500,000</b>	500,000	-
Rutland Council	<b>17,749</b>	17,749	-
Sandwell Metropolitan Council	<b>500,000</b>	-	500,000
Sefton Council	<b>500,000</b>	-	500,000
Sheffield City Region (Combined Authority)	<b>326,615</b>	326,615	-
Shropshire Council	<b>63,013</b>	63,013	-
Slough Borough Council	<b>552,279</b>	52,279	500,000
Solihull Council	<b>500,000</b>	500,000	-
Somerset County Council	<b>585,607</b>	585,607	-
South Gloucestershire Council	<b>49,488</b>	49,488	-
Southampton City Council	<b>582,313</b>	582,313	-
Southend-on-Sea City Council	<b>554,294</b>	54,294	500,000
Staffordshire County Council	<b>132,653</b>	132,653	-
Stockton-on-Tees Borough Council	<b>47,706</b>	47,706	-

Suffolk County Council	<b>625,794</b>	625,794	-
Sunderland City Council	<b>500,000</b>	500,000	-
Surrey County Council	<b>685,397</b>	185,397	500,000
Swindon Borough Council	<b>553,402</b>	553,402	-
Tees Valley Combined Authority (consolidated bid)	<b>2,500,000</b>	2,500,000	-
Telford & Wrekin Council	<b>36,390</b>	36,390	-
Thurrock Council	<b>37,630</b>	37,630	-
Torbay Council	<b>41,195</b>	41,195	-
Greater Manchester Combined Authority (consolidated bid)	<b>5,626,838</b>	626,838	5,000,000
Wakefield City Metropolitan Borough Council	<b>500,000</b>	500,000	-
Walsall Metropolitan Borough Council	<b>500,000</b>	500,000	-
Warrington Borough Council	<b>557,898</b>	57,898	500,000
Warwickshire County Council	<b>602,193</b>	602,193	-
West Berkshire Council	<b>35,266</b>	35,266	-
West Midlands Combined Authority	<b>682,760</b>	682,760	-
West Northamptonshire Council	<b>67,315</b>	67,315	-
West Sussex County Council	<b>644,706</b>	144,706	500,000
West Yorkshire Combined Authority	<b>507,826</b>	507,826	-
Westmorland and Furness Council	<b>549,721</b>	549,721	-
Wiltshire Council	<b>584,521</b>	584,521	-
Royal Borough of Windsor and Maidenhead	<b>532,979</b>	32,979	500,000
Wokingham Borough Council	<b>528,445</b>	528,445	-
City of Wolverhampton	<b>500,000</b>	500,000	-
Worcestershire County Council	<b>593,202</b>	93,202	500,000

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