

Report subject	Our Place and Environment: Traffic Signal Obsolescence Grant (TSOG) & Green Light Fund (GLF)
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>It is RECOMMENDED that Cabinet:</p> <ul style="list-style-type: none"> a) Accept the £619,283.37 from the Department for Transport funded Traffic Signal Obsolescence Grant & Green Light Fund b) Delegate investment of the Traffic Signal Obsolescence & Green Light Fund grants to the Director for Planning & Transport in consultation with the Chief Finance Officer.
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