

## **SUMMARY OF INTELLIGENT TRANSPORT SYSTEMS [ITS] PACKAGE**

### **Introduction**

The council and its partners have undertaken some significant development of systems in the city and have made good progress to date in investing in Intelligent Transport Systems [ITS] to manage the traffic and highway network in the city. This package of new measures will enable the council to further manage and control the city's road network to respond to the challenges caused by traffic congestion.

The main objectives of the ITSPackage are as follows:-

- expand and upgrade Brighton & Hove's traffic management capability;
- enable greater interaction between the Strategic Road Network and the city's road network more effectively;
- enable better management of traffic congestion and road safety and improve journey time reliability;
- manage traffic for key events on the network more effectively; and
- improve response to unplanned incidents on the network.

There are different forms of ITS measures and those that were proposed as part of this Package (as at January 2015) are set out in the attached table.

### **Summary Description**

The £2.152 million package is based on 'strategic corridor approaches' to implementing additional ITS infrastructure to further strengthen the resilience of the city's transport network on routes which lead to/from, or are within the vicinity of, the 5 priority development areas in the city which are specifically identified within the Coast to Capital's [CtoC's] Local Enterprise Partnership's [LEP's] Strategic Economic Plan. These are the Seafront, Valley Gardens, the New England Quarter, the Lewes Road Corridor and Shoreham Harbour Regeneration Project, and the ITS investment will also complement and support other schemes in these locations.

A Business Case was prepared and submitted to secure additional funding through the Local Growth Fund [LGF] process to deliver it (as explained below) and the application focused on a bid for funding to invest in ITS along the 3 main Principal Road corridors serving the city and its hinterland. These are the A23, A259 and A270 (plus some key, secondary roads linked to them or the 5 SEP development areas, and the city's Traffic Control Centre [TCC]), as these represent the busiest strategic routes where the benefits of ITS are most likely to be greatest in terms of minimising congestion and maximising efficient movement.

## Funding

<b>HOW MUCH &amp; WHEN – Estimated construction costs and construction timetable</b>						
<b>Est. Costs:</b>	£2.152 million			<b>Start &amp; end of construction:</b>		2015/16-2017/18
<b>Spend Profile</b>	<b>2015-16:</b> (£m)	<b>2016-17:</b> (£m)	<b>2017-18:</b> (£m)	<b>2018-19:</b> (£m)	<b>2019-20:</b> (£m)	<b>TOTAL:</b>
<b>LGF</b>	0.447	0.786	0.597			1.830
<b>Local contribution</b>	<u>0.130</u>	<u>0.092</u>	<u>0.100</u>			<u>0.322</u>
<b>TOTAL</b>	<b>0.577</b>	<b>0.878</b>	<b>0.697</b>			<b>2.152</b>
<b>Funding expectations</b>	<p>£1.83m – Local Growth Fund Resilience budget allocation [85%]</p> <p>£0.322m – Local contribution BHCC Local Transport Plan 4 capital programme [15%]</p> <p>The funding programme is indicative and is sufficiently flexible and scaleable to respond to any changes in funding proposals or requirements.</p>					

## Background/Decisions

### 2013

An original £3million ITS bid was submitted to the LTB for ‘devolved Government Major Scheme Funds’ (pre-LGF). The bid was not prioritised as insufficient funding was available, but it was designated as a ‘next best priority’.

### 2014

The ITS Package was included in the council’s Transport investment priorities for the city as part of the overall bid for LGF set out within Coast to Capital LEP’s Strategic Economic Plan.

### 2015

**January** – ITS Package funding application submitted to the LEP for funding from LGF Resilience budget for 2015/16 onwards.

**March** - BHCC ETS Urgency Sub-Committee endorsed the ITS bid submitted to the LTB for LGF. The bid was independently assessed by an LTB-appointed auditor, and the LTB subsequently granted ‘conditional approval’ for LGF funding, subject to some further clarification and minor revisions to the funding application.

**April** – A revised application was submitted to address the independent assessor’s comments.

**May** – Confirmation was received from the LEP that the amended application was acceptable to the independent assessors and that the funding allocation will be recommended for full approval by LEP officers, under delegated authority, as agreed by the LTB.

## **Current position**

Work is currently underway to design and develop the programme of measures that achieves the most efficient way of delivering the ITS Package's objectives across a 3-year period, which takes account of the need to maximise the outputs that will be delivered through the investment whilst minimising disruption on the network when/if other work is planned.

This programming will primarily aim to treat individual corridors one by one in order to complete the delivery of a comprehensive set of measures and begin to secure the potential benefits at an early stage.

# **BRIGHTON & HOVE CITY COUNCIL** **COAST TO CAPITAL LTB RESILIENCE SCHEME APPLICATION** **ITS PACKAGE**

## **Scheme Programme and Spending Profile** **(as at January 2015)**

### **Citywide Traffic Management**

<b>Route/ Corridor</b>	<b>Location</b>	<b>Description</b>	<b>Cost (£)</b>	<b>Overall benefits</b>	<b>SEP priority development area linkage</b>
All	Traffic Control Centre (HTH)	New remote-based and cloud server systems (such as Stratos and Inview)	100,000	More accessible fault and management regime enabling better understanding of problems and quicker response and repair times.	Benefits access to all 5 priority development areas
All	Traffic Control Centre (HTH)	55" wall screen	5,000	Additional observational capacity, especially for day to day management of network during emergency & civil contingency events	Benefits access to all 5 priority development areas
<b>TOTAL</b>			<b>105,000</b>		

**A23 corridor**

<b>Route/ Corridor</b>	<b>Location</b>	<b>Description</b>	<b>Cost (£)</b>	<b>Overall benefits</b>	<b>SEP priority development area linkage</b>
A23	A27 to Preston Circus	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying congestion	New England Quarter [NEQ]
	Carden Avenue to city centre	8 x additional fixed bus lane enforcement ANPR cameras	120,000	Will provide increased visibility of network coverage of key north-south route to increase passenger journey time reliability	NEQ  Seafront
	Oxford Street	2 x additional fixed bus lane enforcement ANPR cameras	30,000	Will provide increased network coverage of key link between Lewes Road/Ditchling Road and London Road	NEQ
	Eastern Road/Edward Street	4 x additional fixed bus lane enforcement ANPR cameras	60,000	Will provide increased visibility of network coverage of key east-west route to increase passenger journey time reliability	Valley Gardens  Seafront
	Old Steine (northbound- towards London Road/NEQ & Lewes Road)	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Seafront  NEQ
<b>TOTAL</b>			<b>232,000</b>		

### A259 corridor

Route/ Corridor	Location	Description	Cost (£)	Overall benefits	SEP priority development area linkage
A259 (W)	WSCC boundary to A23	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying congestion	Shoreham Harbour Seafront
	Kingsway/Church Road, Portslade (eastbound-towards city centre)	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Shoreham Harbour Seafront
	Kingsway/Wish Road	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour Seafront
	Kingsway/Walsingham Road	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour Seafront
	Kingsway/King Alfred	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour Seafront
	Kingsway/Osborne Villas	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour Seafront
	Kingsway/Fourth Avenue	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour Seafront
	The Drive (between A270 and A259)	2 x new CCTV cameras	40,000	Will provide increased visibility of network coverage of key north-south route	Seafront
	Kingsway/First Avenue	Replace existing crossing with Puffin	30,000	Reduced delays for traffic and safer facilities for pedestrians	Shoreham Harbour

Route/ Corridor	Location	Description	Cost (£)	Overall benefits	SEP priority development area linkage
					Seafront
	Kingsway/Holland Road	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Shoreham Harbour Seafront
	King's Road/ Montpelier Road	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Seafront
	Kingsway/Preston Street (eastbound-towards city centre)	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Seafront
A259 (E)	A23 to ESCC boundary	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying congestion	Valley Gardens Seafront
	Marine Parade/Bedford Street	Replace existing crossing with Puffin	30,000	Reduced delays for traffic and safer facilities for pedestrians	Seafront
	Marine Parade/Paston Place	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Seafront
	Marine Parade/Lewes Crescent	Replace existing crossing with Puffin	50,000	Reduced delays for traffic and safer facilities for pedestrians	Seafront
	Marine Drive/Arundel Road	Replace existing crossing with Puffin	30,000	Reduced delays for traffic and safer facilities for pedestrians	Seafront
	Wilson Avenue (northbound-	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel	Seafront

<b>Route/ Corridor</b>	<b>Location</b>	<b>Description</b>	<b>Cost (£)</b>	<b>Overall benefits</b>	<b>SEP priority development area linkage</b>
	away from A259)			decisions and increase efficiency of network by travel reduction or diversion	
	Ovingdean roundabout to ESCC boundary	4 x additional fixed bus lane enforcement ANPR cameras	60,000	Will provide increased visibility of network coverage of key east-west route to increase passenger journey time reliability	Seafront
<b>TOTAL</b>			<b>654,000</b>		

## A270 CORRIDOR

Route/ Corridor	Location	Description	Cost (£)	Overall benefits	SEP priority development area linkage
A270 (W)	WSCC boundary to A23	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying congestion	Shoreham Harbour  Seafront
	Old Shoreham Road/Trafalgar Road (A293)/Locks Hill junction	New signal installation (including improved pedestrian facilities) plus MOVA* software	200,000	Optimise the control and movement of people and vehicles through the junction to reduce delays	Shoreham Harbour
	Old Shoreham Road-Hove Cemetery (westbound)	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Shoreham Harbour
	Old Shoreham Road/Sackville Road/Nevill Road & Old Shoreham Road/St Joseph's Close junctions	New signal installation (including improved pedestrian facilities) plus MOVA* software	200,000	Optimise the control and movement of people and vehicles through the junction to reduce delays	Shoreham Harbour
	Old Shoreham Road/New England Road junction	New signal installation (including improved pedestrian facilities)	200,000		NEQ
A270 (E)	Elm Grove (eastbound-away from A270 Lewes Road)	Driver information VMS	10,000	Increased advance or real-time notification of delays to inform travel decisions and increase efficiency of network by travel reduction or diversion	Lewes Road Corridor  NEQ
	A23 to ESCC boundary	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying	Lewes Road Corridor

Route/ Corridor	Location	Description	Cost (£)	Overall benefits	SEP priority development area linkage
				congestion	Valley Gardens Seafront
	Vogue Gyratory to Stanmer Park	3 x additional fixed bus lane enforcement ANPR cameras	45,000	Will provide increased visibility of network coverage of key east-west route to increase passenger journey time reliability	Lewes Road Corridor
<b>TOTAL</b>			<b>689,000</b>		

## OTHER CORRIDORS

Route/ Corridor	Location	Description	Cost (£)	Overall benefits	SEP priority development area linkage
A293	A27 to A259	6 x Bluetooth receiver units	12,000	Greater and more reliable source of data for journey times and identifying congestion	Shoreham Harbour
A2023 (S)	Hove Street/Church Road/New Church Road junction	New signal installation (including improved pedestrian facilities) plus MOVA* software	200,000	Optimise the control and movement of people and vehicles through the junction to reduce delays	Shoreham Harbour
B2123	Falmer Road/Warren Road	New CCTV camera (with WiFi link)	20,000	Will provide increased network coverage of key north-south route between A27/A259 and city centre	Seafront
Church Road, Hove	George Street junction	Renew CCTV camera	20,000	Will provide increased visibility of network coverage of key east-west route	Seafront
Dyke Road	Upper Drive/Highcroft Villas junction	New CCTV camera (with WiFi link)	20,000	Will provide increased network coverage of key north-south route	NEQ
	Upper Drive/Highcroft Villas junction	New signal installation (including improved pedestrian facilities) plus MOVA* software	200,000	Optimise the control and movement of people and vehicles through the junction to reduce delays	NEQ
<b>TOTAL</b>			<b>472,000</b>		

### SUMMARY TOTALS

Citywide - £105,000 (2015/16)

Other corridors - £472,000 (2015/16)

A23 - £232,000 (2016/17)

A259 - £654,000 (2016/17)

A270 - £689,000 (2017/18)

**TOTAL = £2,152,000**

