



Coast to Capital Local Economic Partnership

**Independent Assessment Summary Report:  
Brighton and Hove City Council ITS  
Resilience Package**

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# 1 Executive Summary

- 1.1 This technical note provides an independent review of the Brighton and Hove ITS Resilience Scheme Business Case submitted to the Coast to Capital Local Enterprise Partnership. It is recommended that that the scheme is given conditional approval subject to the receipt and satisfactory review of the information as requested, summarised in **Appendix A**.

## SCHEME SUMMARY

- 1.2 The ITS Network Resilience scheme includes a package of schemes to '*reduce congestion and enhance the viability of the LEP region.*' There are eight components that make up the package, which are set out below;

- Urban Traffic Management and Control system;
- Traffic signal optimisation for linking junction (SCOOT);
- Urban Traffic Control (UTC);
- Stand-alone junction optimisation system (MOVA) and pedestrian user-friendly intelligent crossings (PUFFINS);
- Variable Message Signs (VMS) for car parks and travel information;
- CCTV;
- Bus lane enforcement automatic number plat recognition (ANPR) cameras, and;
- Bluetooth vehicle recognition (BVR) system.

## REVIEW FINDINGS

- 1.3 It has been agreed with Coast to Capital, LEP that the review is based on the scheme proforma submitted by the promoter. It was noticed that limited guidance to promoters has been provided on this proforma. Therefore to assist with the review process WYG prepared a review guidance note as set out in report RT-A091182-01. This guidance note is recommended to be provided to all scheme promoters to assist with the next round of resilience scheme business cases.

- 1.4 The ITS Resilience Scheme falls short of what would be expected to make up an evidenced based business case. Therefore, it is recommended that that the scheme is given conditional approval subject to the receipt and satisfactory review of the information as requested and discussed with the Council as summarised in **Appendix A**.

## 2 Process

### INFORMATION PROVIDED

2.1 For the BHCC ITS Resilience Scheme the following information was provided to WYG:

- i) BHCC ITS C2C Application
- ii) BHCC ITS C2C annex

### REVIEW SUGGESTIONS

2.2 The review of the application for the ITS resilience scheme has concluded the following aspects:

- If a transport model is available then a TUBA analysis should be undertaken. This will assist in the calculation of the BCR, it would also allow analysis of the impact the scheme will have on carbon emissions.
- A deprivation GIS plot should be created to support the SD1 analysis.
- A noise impact assessment should be carried out to support the analysis.
- An Air Quality Assessment should be carried out to support the analysis.
- Local Transport Plans or Local Plan indicators should be outlined, to allow a definitive understanding of if the scheme fully supports any local indicators.

### 3 Business Case Review

- 3.1 The following review uses the subheadings of the Coast to Capital LTB Sustainability and Resilience Schemes Application Form and the draft additional WYG guidance.

#### Outline Scheme Description, Scope and Maps

- 3.2 Eight schemes make up the resilience scheme application. They include UTMC, SCOOT, UTC, MOVA, PUFFINS, VMS, CCTV, ANPR and BVR systems to be installed in five priority areas within the city of Brighton. Context mapping has been included as part of this section.

#### Estimated Construction Costs and Construction Timetable

- 3.3 The estimated costs of the combined schemes have been identified as being £2.152m, as a result it has been agreed that this application falls outside the remit of a DfT major scheme. Further information concerning the breakdown of the costs has been provided within the annex provided as part of the application. The start and end construction dates are from 2015/16 to 2017/18, no further information regarding construction dates has been presented.
- 3.4 Funding has been identified to be provided by the LEP (£1.83m) and Brighton and Hove City Council LTP4 (£0.322m).

#### Expected Economic Benefits (Transport and Scheme Related)

##### 3.5 VALUE FOR MONEY

- 3.5.1 It would be expected that this section would quantify the benefits for the proposed scheme.
- 3.5.2 No BCR or monetary value has been included within the application. The information that has been provided includes qualitative information relating to what could be expected as an outcome from the scheme, the application states *'...the highest economic benefits are expected to come from reductions in travel time and improvements in journey reliability, plus safety gains.'*
- 3.5.3 No further information has been provided as part of the application. It would be recommended that a TUBA run with and without the scheme could be performed to identify the benefits



resulting from the scheme. In the absence of a model, it could be possible to calculate an estimation of a total BCR for the combination of the schemes, based on for example journey time savings to identify the cost benefits that the package will create for the city.

### 3.6 EXPECTED IMPACT ON JOURNEY TIMES, RELIABILITY AND RESILIENCE

3.6.1 Information regarding how the packages will assist in reducing journey times, making travel more reliable and resilient has been included. It has referenced research conducted to demonstrate how successful SCOOT and MOVA are to reducing delays. However, provision of a reference to the exact locations of these research papers would be recommended. In relation to resilience, reference to how ITS measures can assist in making the network resilient to all types of situations has been identified. It would be expected that a quantified assessment can be carried out.

### 3.7 ENCOURAGING SUSTAINABLE TRAVEL

3.7.1 No information regarding sustainable transport has been included. If it is possible it would be recommended that an assessment of how the scheme will improve or otherwise affect sustainable transport modes is conducted and details regarding what the facilities are to be presented.

### 3.8 EXPECTED IMPACT ON ROAD SAFETY CASUALTIES

3.8.1 No information concerning impact on road safety casualties has been presented as part of the assessment. If applicable a road safety assessment or COBOLT assessment should be carried out.

### VALUING PUBLIC REALM

3.9 This has not been included within the application. It would be expected that if it is possible an assessment on how the public realm would or would not be improved should be made. If the scheme does not affect the public realm, the application should say so.

### OTHER TRANSPORT BENEFITS

3.10 No other transport benefits have been set out.

## Expected Economic Benefits (Economic Growth)

### 3.11 RETENTION OF EXISTING JOBS OR CREATION OF NEW JOBS

3.11.1 The proposal does not explain precisely how many jobs could be retained or created as a result of the works to be undertaken, it does state, however, that the scheme '*...is focussed on routes which lead to/from, or a within the vicinity of, the 5 priority development areas in the city which are specifically identified within the SEP...*'. It would be expected that a documented link between the retention or creation of jobs and the alleviation of the problem addressed by the scheme is presented. It would also be expected that a comparison between before and after scheme scenarios are made in relation to the numbers and types of jobs that could be created.

### 3.12 UNLOCKING OR IMPROVING ACCESS TO NEW DWELLINGS

3.12.1 No information concerning how the scheme will unlock or improve access to new dwellings has been identified within the application, rather it has been understood that the scheme is more in line with business growth and connectivity improvements. It would be expected that a documented link between possible new dwellings and the alleviation of the problem addressed by the scheme is presented.

### 3.13 ENCOURAGEMENT OF NEW BUSINESSES, OR PROTECTION OF EXISTING BUSINESSES

3.13.1 The proposal briefly outlines how the scheme will '*[c]ontribute to the performance of the Gatwick Diamond Initiative...*' and supports the performance and growth of the large businesses that are located in the area. No further proposed business areas have been set out within the application. It would be expected that a documented link between the protection or creation of business and the alleviation of the problem addressed by the scheme is presented. Furthermore, it would be expected that the numbers and types of businesses that could be affected as a result of doing nothing would cause are presented.

#### OTHER ECONOMIC BENEFITS

3.14 The application makes reference to how the scheme in relation to the '*...growth in the digital economy...will provide development opportunities for relevant businesses to explore.*' No other economic benefits have been highlighted within the application.

## Social Distributional Impact

### 3.15 EXPECTED REGENERATION AND DEPRIVATION IMPACT

3.15.1 No information concerning expected regeneration and the impact on deprivation the scheme could create has been identified. It would be expected that a GIS plot of deprivation quintiles of the local and wider area could be supplied to support the analysis. It would be expected that quantified information could be supplied.

### 3.16 EXPECTED IMPACT ON SEVERANCE, PHYSICAL ACTIVITY AND ACCESSIBILITY

3.16.1 The application makes reference to the effect on severance that the implementation of ITS could have on the reducing severance and how it could lead to an increase in physical activity and accessibility. However, it would be expected that if the scheme is likely to have a significant (positive or negative) impact on severance, physical activity or accessibility, a quantified assessment would be expected. If the impacts can be demonstrated to be marginal then a qualitative assessment will suffice.

## Environmental Impact

### 3.17 EXPECTED IMPACT ON CARBON EMISSIONS

3.17.1 The application has made a link between the effective use of ITS systems and reduction of congestion, and therefore a reduction in carbon emissions. However, it would be expected that if a model is available a TUBA assessment can be undertaken. This would calculate the scheme impact on carbon emissions as a whole. In the absence of a model, a qualitative assessment of carbon emissions should be possible.

#### EXPECTED IMPACT ON AIR QUALITY

3.17.2 The application makes reference to how '*...it will be possible to maximise the positive impacts for those most at risk of the effects of these pollutants.*' It is recommended that a quantitative air quality assessment is undertaken and results are presented accordingly. The traffic flows should come from a model, or if this is not available then from estimations. Any assumptions should be clearly stated.

3.18 EXPECTED IMPACT ON NOISE/NATURAL AND URBAN ENVIRONMENT

3.18.1 No noise impact assessment has been undertaken. The information provided falls short of what would be expected. Acceptable noise levels are able to be identified and should be used. It would be expected that a noise impact assessment should be undertaken. The traffic flows could come from a model or estimates and any assumptions should be clearly stated. It would also be expected that a qualitative assessment of the scheme impact on the natural and urban environment is undertaken.

### Contribution to the Strategic Economic Plan

3.19 HOW DOES THE SCHEME CONTRIBUTE TO THE OBJECTIVES AND PRIORITIES OF THE SEP

3.19.1 The proposal outlines that it focuses on the LEP's Strategic Economic Plan's policy. It references six priorities, which include: successful growth locations, successful businesses, building competitive advantage, skills and workfare, digital growth and housing and infrastructure, the application gives acceptable comments for each aspect.

3.20 THE FIVE TRANSPORT OBJECTIVES

3.20.1 The application makes reference to each of the five transport objects as set out in the Strategic Economic Plan.

3.21 CONTRIBUTION TO OTHER OBJECTIVES

3.22 No information regarding contribution to other objectives has been presented.

### Local Indicators

3.23 LOCAL INDICATORS AND CIRCUMSTANCES THAT HELP TO EXPLAIN THE NEED FOR THE SCHEME

3.23.1 The application makes reference to one local indicator for the city, 'Congestion on local authority managed A roads (DfT data, 2013) = 0211/12 average A-road speeds for the weekday morning peak = 17.5mph.'



## Appendix A