

Wider Network Benefits Project

Banstead Village Resident's Association Meeting 24 May 2016

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Introduction

- ✓ Local Enterprise Partnerships
- ✓ What makes a successful bid?
- ✓ Issues we are trying to tackle
- ✓ Project aims
- ✓ Geographic area covered
- ✓ How are we going to tackle the issues?
- ✓ Timescales and funding
- ✓ Evaluation
- ✓ Summary

Local Enterprise Partnerships

- ✓ The Department for Transport have devolved funding for local major transport schemes to LEPs
- ✓ LEPs are partnerships between Local Authorities and business
 - help determine local economic priorities
 - lead economic growth and job creation within its local area
 - prioritise, review and approve business cases for investments
 - ensure effective delivery of the programme
- ✓ Surrey County Council's major highways schemes are funded via two Local Enterprise Partnerships
 - Coast to Capital (east Surrey, West Sussex County Council, and Brighton & Hove City Council)
 - Enterprise M3 (west Surrey and Hampshire County Council)



Regional Local Enterprise Partnerships

What makes a successful LEP bid?

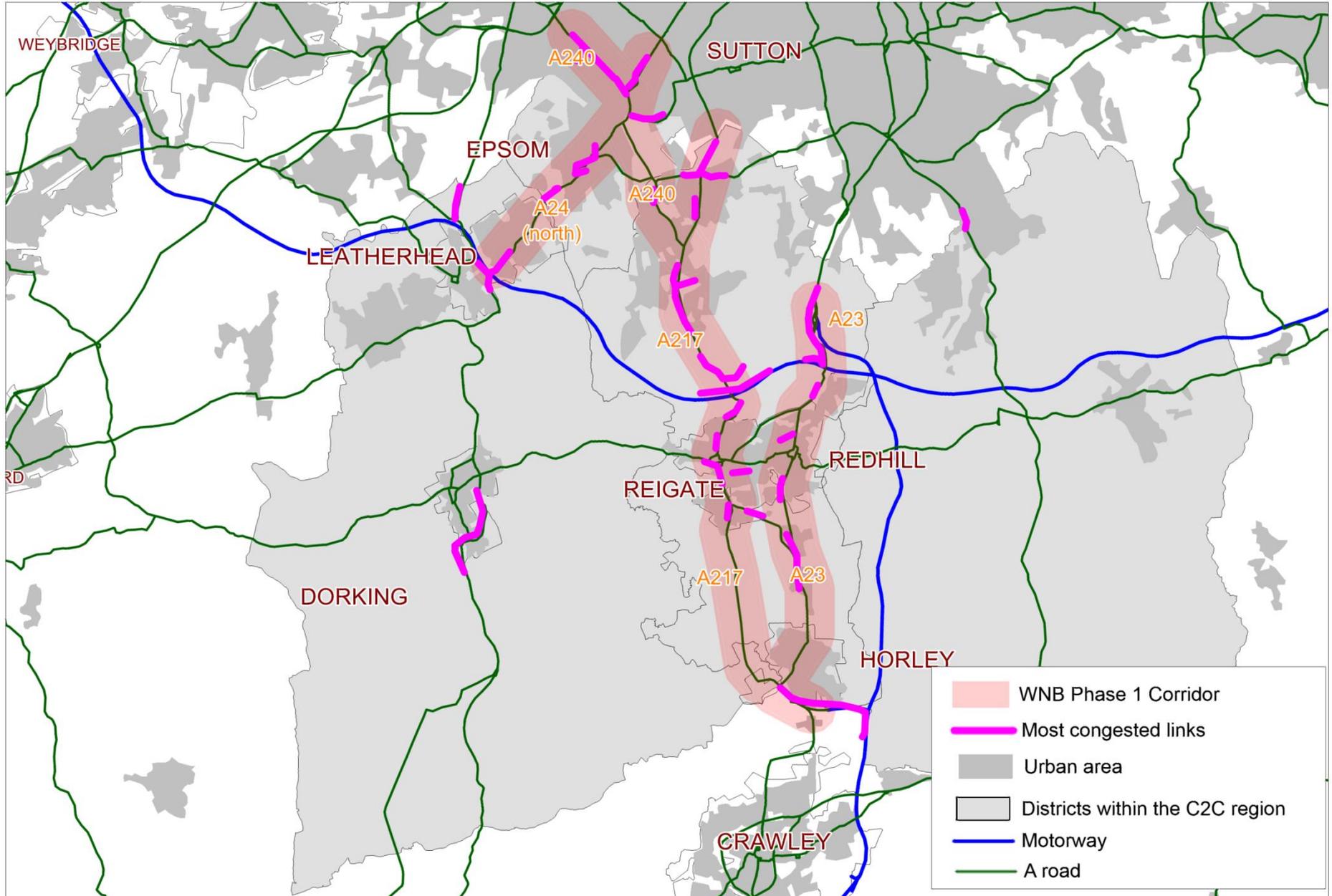
- ✓ Delivers economic growth
 - new housing
 - new jobs
 - employment floor-space
- ✓ Is located in a Growth Town (such as Epsom, Redhill, Leatherhead, Caterham)
- ✓ Has match funding / local contribution of 15%-25%
- ✓ Is deliverable
 - has the required land to build the scheme
 - ideally no costly utilities diversion
 - ideally no property purchase required

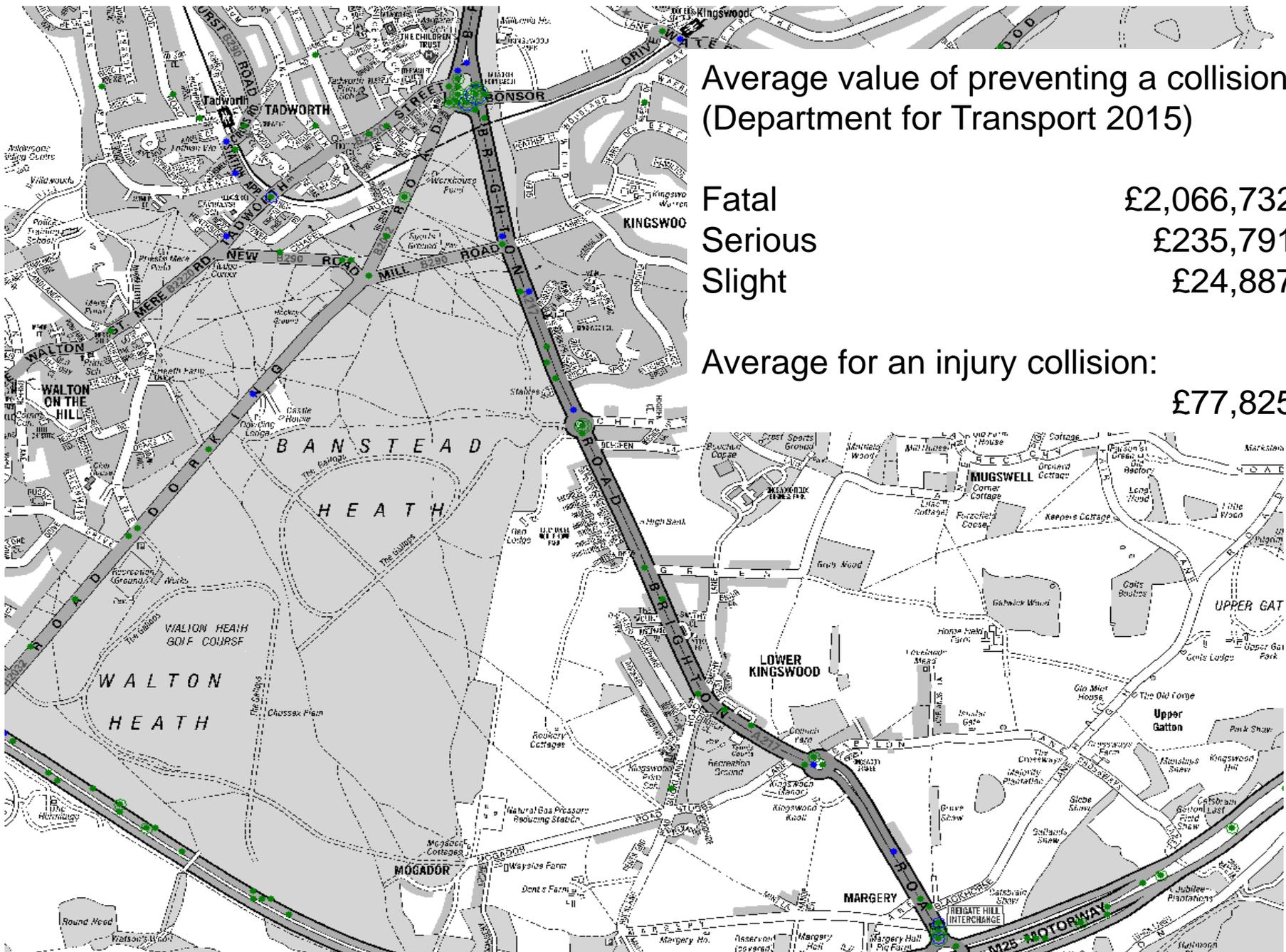


What are the issues we are trying to tackle?

- ✓ Surrey County Council has a 'Network Management Duty' under the Traffic Management Act 2004 to manage the road network to make sure that traffic can move freely on its roads and on the roads of other traffic authorities
- ✓ Traffic congestion is estimated to cost the Surrey economy about £550 million per annum (based on 2007-08 data)
- ✓ Improving journey time reliability can have a greater economic benefit than simply reducing average journey times (if these are unreliable and unpredictable)
- ✓ A number of the main roads in east Surrey (including the A217) are Highways England tactical diversion routes for the M25 and M23

Most congested county council controlled highway links in East Surrey





Average value of preventing a collision:
(Department for Transport 2015)

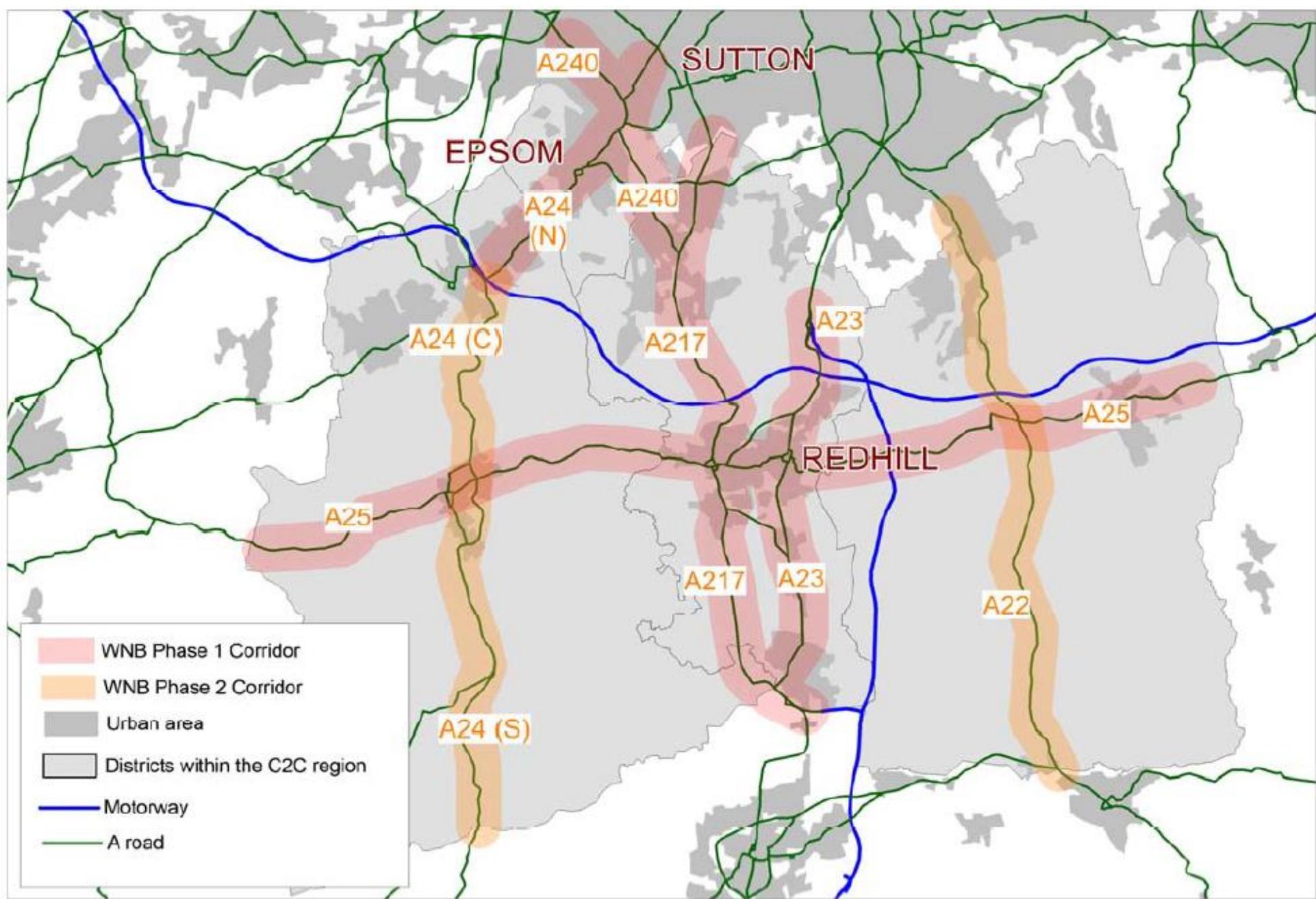
Fatal	£2,066,732
Serious	£235,791
Slight	£24,887

Average for an injury collision:
£77,825

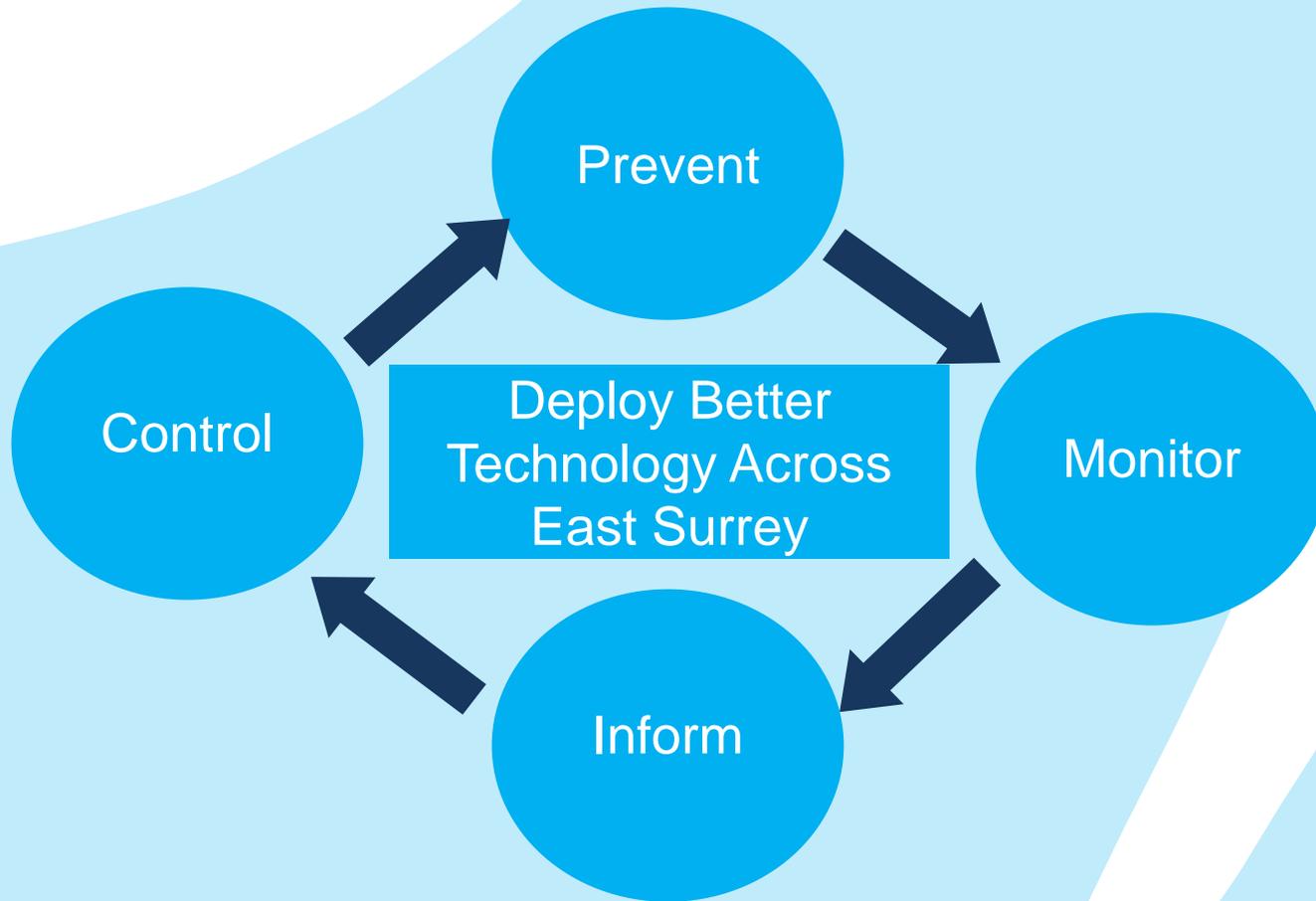
The project aims

- ✓ Reduce general congestion
- ✓ Improve journey time reliability
- ✓ Reduce impact of unexpected incidents on the network
- ✓ Improve traffic management of planned events (e.g. Epsom Derby, London to Brighton Bike Ride, planned road works)
- ✓ Reduce road collisions on the A217 that cause casualties and congestion

Area covered by the Wider Network Benefits Project



How are we going to tackle the issues?

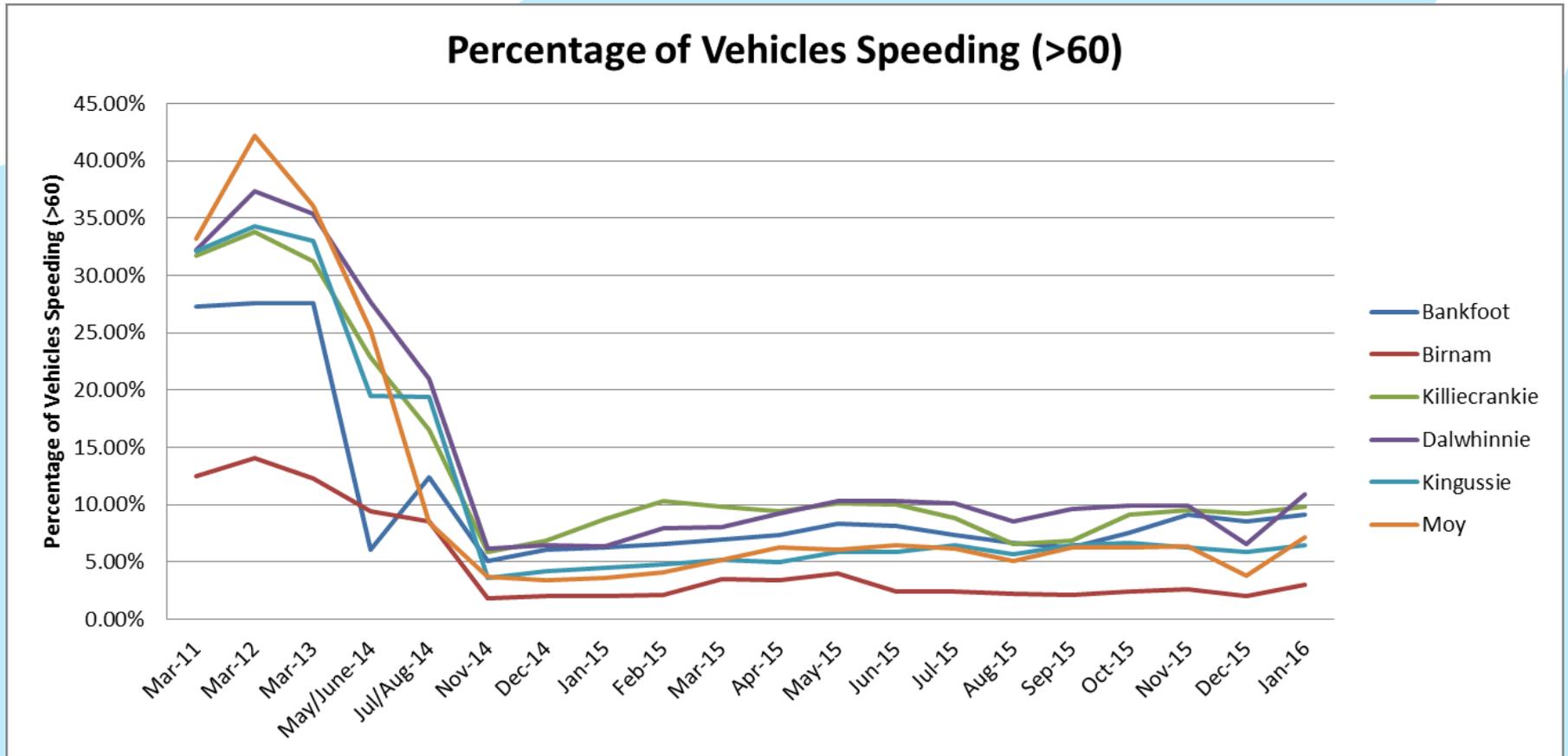


Prevent – Average Speed Cameras on A217

- ✓ There are three existing spot speed “Gatso” brand bi-directional safety cameras on the A217 north of the M25
- ✓ They use “wet film” and are becoming obsolete
- ✓ The Wider Network Benefits Project provides the opportunity to replace with more advanced average speed camera system with entry and exit cameras covering each main link
- ✓ Will encourage greater compliance with the speed limit along the whole length in both directions - fewer penalties
- ✓ Will reduce the number of collisions and casualties and the number of incidents causing unexpected traffic congestion
- ✓ DfT Circular 01/2013 highlights reductions in total casualties of 38% and reductions in casualties killed or seriously injured of 69% at permanent average speed camera sites

Example of Recent Average Speed Camera System on A9 in Scotland

Casualties, speeding and incidents down (extracted from www.a9road.info)



Other “Gatso” brand wet film safety cameras being replaced with “Red Speed” brand digital cameras in Reigate and Banstead (separately from the LEP funded bid)

- ✓ Junction of A240 Reigate Road / A217 Brighton Road, Burgh Heath (red light camera)
- ✓ Junction of A23 Brighton Road with Star Lane, Hooley (red light camera)
- ✓ A240 Reigate Road, Burgh Heath (near Nork Way) (bi-directional camera replaced with twin head camera)
- ✓ B2221 Great Tattenhams, Tadworth (near St Marks Road) (bi-directional camera replaced with twin head camera)

Monitor

✓ **Automatic Number Plate Recognition (ANPR) Cameras**

- In partnership with Surrey Police
- Anonymous average journey time data for corridor 'links'
- Real time control room alert for pre-set discrepancies

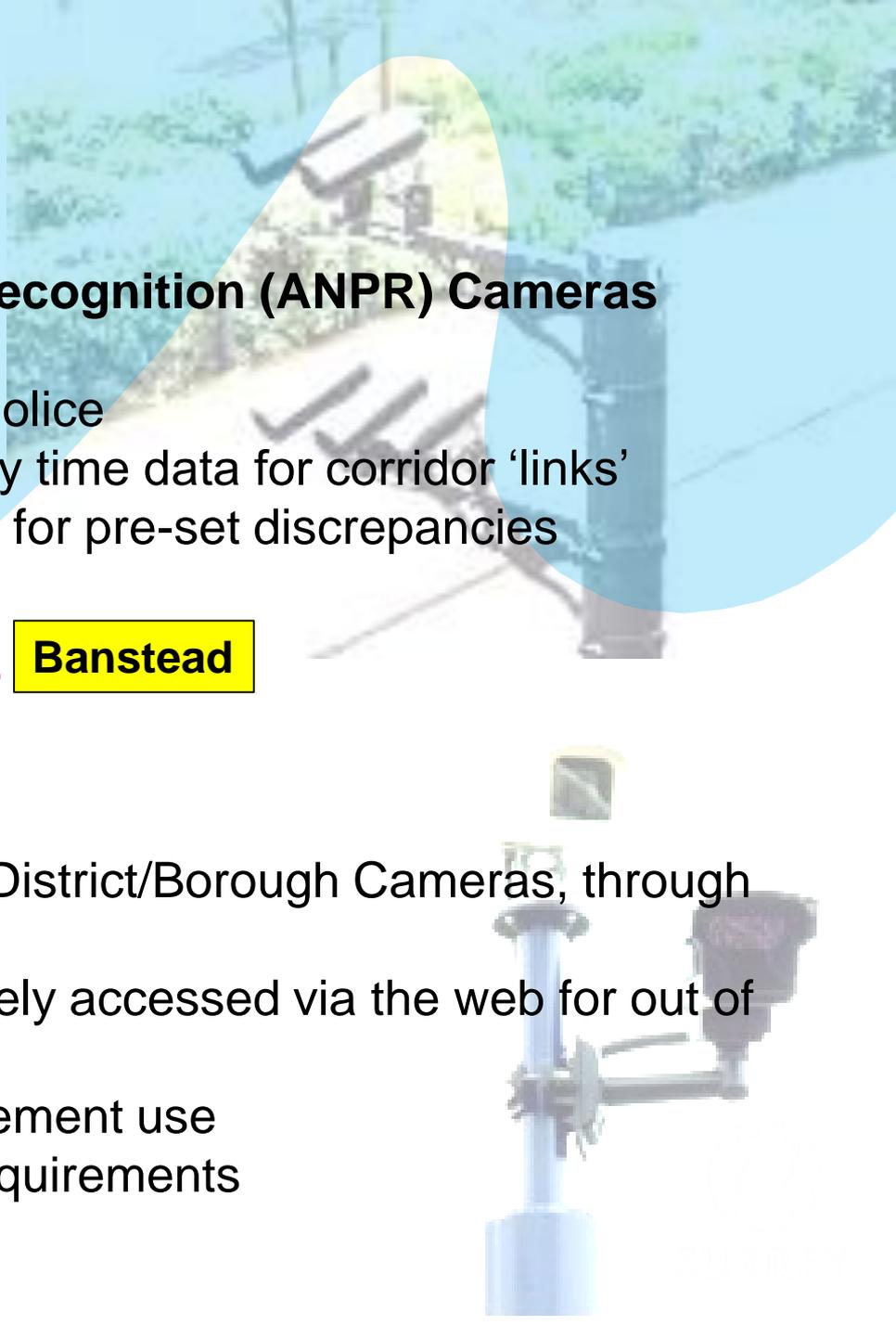
Tadworth



Banstead

✓ **CCTV cameras**

- Currently limited access to District/Borough Cameras, through control room links
- Dial up CCTV can be securely accessed via the web for out of hours operations
- Dedicated for traffic management use
- Will meet data protection requirements



Inform

- ✓ Current Variable Message signs (VMS) mostly positioned on Motorway Network Approaches
- ✓ New VMS to be placed at Key decision points on the road network (pre-determined 'strategies' for each VMS)
- ✓ Twitter: @surreytravel (BBC Surrey)
- ✓ Travel Alert emails
- ✓ Online information www.surreycc.gov.uk/travel
- ✓ (Sign up for bespoke network text alerts)



Control

- ✓ Upgrading Control Method for all existing signal junctions
- ✓ Review all current signal junction 'strategies' and programme pre-set default strategies
- ✓ **Dial Up Signal Control (DUSC)** to enable real time response to incidents on the network

Timescales and funding

- ✓ Bid submitted in February 2015
- ✓ C2C Local Enterprise Partnership approved bid in May 2015
- ✓ Installation of equipment and technology from spring/summer 2016 to end of financial year 2017/18
- ✓ Total of £3.75 million invested across east Surrey
(match funding of £750,000 from Surrey County Council)

Evaluation

- ✓ Journey time reliability as measured by the Planning Time Index. This is a measure of the additional time drivers need to leave using specific roads during peak hours when compared with free flow conditions. For example, a PTI of 135% for a section of road that takes 10 minutes to travel along in free flow conditions, means that drivers need to allow 23.5 minutes during the peak hours
- ✓ Success will mean a lower PTI showing that journey times, especially for those drivers experiencing the worst journey times, have improved
- ✓ Number of collisions and casualties on the A217
- ✓ Percentage of vehicles exceeding the speed limit on the A217
- ✓ Utilisation of network management technology

Summary

- ✓ LEPs award money for major transport schemes that support economic growth
- ✓ Congestion, poor journey time reliability and collisions cost the economy
- ✓ Surrey County Council has a “Network Management Duty”
- ✓ The main roads in east Surrey are tactical diversion routes for the M25 and the M23
- ✓ The project involves the deployment of technology across east Surrey to “Prevent, Monitor, Inform and Control”
- ✓ It will enhance network management capability to tackle congestion, reduce collisions on the A217 and improve journey time reliability across east Surrey