

SURREY COUNTY COUNCIL**TANDRIDGE LOCAL COMMITTEE (TANDRIDGE)****DATE:** 13 DECEMBER 2013**LEAD OFFICER:** PETER HITCHINGS,
TRANSPORT POLICY TEAM**SUBJECT:** TANDRIDGE FREIGHT REVIEW**DIVISION:** ALL TANDRIDGE DIVISIONS**SUMMARY OF ISSUES:**

An information report on HGV problems and opportunities was presented to the committee on 1 March 2013. This report outlined Surrey County Council's general approach to freight issues and the range of potential measures available for addressing these issues.

Members requested that a more specific review of freight related issues across the whole of the Tandridge district be carried out in consultation with all its Parish Councils.

Consultations with Parish Council have taken place and issues raised investigated. Some consultations are still ongoing and it is intended that these will continue in order to resolve problems.

The report also covers wider traffic issues, such as the M25 works, which are currently impacting on local roads.

This report brings these consultations on local issues together with other proposals aimed at reducing congestion on the wider road network which are expected to relieve the impact of HGVs on local roads.

RECOMMENDATIONS:**The Local Committee (Tandridge) is asked to:**

- (i) Note the progress of the Highways Agency's M25 and A23 projects and their potential to reduce HGV impacts on local roads
- (ii) Note the proposed A22 and A25 route corridor improvements and their potential to reduce HGV impacts on local communities.
- (iii) Endorse the overall approach of the Tandridge and the further development of local solutions identified through consultations with Parish Councils.

REASONS FOR RECOMMENDATIONS:

HGV impacts on communities in Tandridge are due to a wide range of issues, from capacity problems on the M25 motorway to the constraints of narrow lanes problems in more rural areas.

1. INTRODUCTION AND BACKGROUND:

- 1.1 An information report on HGV problems and opportunities was presented to the committee on 1 March 2013. This report outlined Surrey County Council's general approach to freight issues and the range of potential measures available for addressing these issues.
- 1.2 Members requested that a more specific review of freight related issues across the whole of the Tandridge district be carried out in consultation with all its Parish Councils.
- 1.3 Consultations with Parish Council have taken place. Issues raised have been investigated. Potential local solutions have been outlined in **Annex A** attached to this report. Annex A also contains details of wider traffic proposals.
- 1.4 The initial conclusion form the review is that a significant part of the problem stems from HGVs diverting onto minor less suitable route because of congestion on the motorway and principal (A road) network.
- 1.5 This report outlines the work being carried out by the Highways Agency to address congestion on the M25 and A23 and by Surrey County Council along the A22 and A25 corridors. Reducing congestion on these roads is expected to lead to fewer HGV's diverting onto minor local roads.
- 1.6 The report also outlines the discussions with parish councils and more localised solutions to HGV issues.

2. ANALYSIS:

- 2.1 Following consultations with Parish Councils within the Tandridge District, the main freight related issues identified can be summarised as:
 - HGVs diverting onto local roads from the motorway and trunk road network due to road works and/or congestion on those roads
 - HGVs making inappropriate route selection following satnav directions
 - When on local roads HGVs taking short cuts through less appropriate minor lanes, sometimes using lanes which have advisory or statutory restrictions on HGV movements
 - The above issues are sometimes compounded through inconsistent or incomplete road signing on some roads.
 - Servicing and delivery problems in town centres

- 2.2 A range of projects which will help to relieve HGV pressures on local roads are reported on. These are:
- The Highways Agency's work on the M25 and A23 route management study.
 - Surrey County Council's proposed route corridor schemes for the A22 and A25
 - The Surrey Priority Network and the county council's Asset Management Strategy
 - Reporting inappropriate routes to satellite navigation mapping companies
 - Local restrictions on HGV movements

DISCUSSION AND PROPOSALS TO ADDRESS ISSUES:

- 2.3 M25 Roadworks
The current roadworks on the M25 between junctions 5 and 7 and the site compound alongside the A22 north of Godstone have caused considerable disruption with traffic diverting onto local roads. When complete the works will deliver extra road capacity to address longstanding traffic congestion through a Managed Motorway All Lanes Running scheme (now called a "Smart Motorway").
- 2.4 The majority of highway works are now complete and the current works involve preparations for the erection of full width gantries. All works are due to be completed by Spring 2014.
- 2.5 The scheme will provide an additional permanent running lane (on the current hard shoulder), variable speed limits and enhanced driver information systems. Similar schemes have delivered greater traffic capacity, more reliable journey times and safer driving conditions. Enhanced driver information systems will enable more responsive and effective management of traffic flows and speeds during roadworks and traffic incidents which are expected to result in less traffic diverting onto local roads.
- 2.6 A23 Route Management Strategy and Hooley Interchange
The Highways Agency is gathering information on the A23 (including that supplied by Surrey County Council) as part of its Trunk Road Route Management Strategy for reducing traffic congestion. Options and priorities for the A23 will be forwarded and considered for investment in March 2015.
- 2.7 Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.

- 2.8 Again, future improvements which reduce congestion on the A23 are expected to reduce pressure on local roads.
- 2.9 Potential county major road improvements in Tandridge
The problems of HGVs diverting onto local roads are compounded by the lack of funding available to invest in these roads in recent years.
- 2.10 The government is now making funding available for large infrastructure projects through Local Economic Partnerships (LEPs). Surrey County Council is submitting package bids for route based improvements schemes for the A25 and A22 corridors to the Coast to Capital LEP. Further bids focus on a wide range of transport improvements for the Caterham improvement area and major structural road maintenance work across the District. The package bids consist mainly of long standing identified improvement and maintenance needs. Included are two potential improvement schemes, identified through the consultations with Parish Councils, which would improve traffic flow and journeytime reliability on key HGV routes. These are:
- 2.11 A22 roundabout at junction with Hillbury Road, Whyteleafe – A drainage scheme to relieve flooding caused by insufficient capacity of the road drainage systems which causes traffic congestion and compromises safety at times of heavy rainfall.
- 2.12 B2028 Between A22 at Newchapel and a A264 at Copthorne – Re-route HGV's travelling south on the A22 towards Gatwick along the B2028 thus avoiding traffic congestion and the difficult turning manoeuvre at the traffic signals at the junction of the A22 and A264 at Felbridge. The scheme would bring about significant journeytime savings through providing a shorter route and avoiding traffic congestion at the signal controlled junction at Felbridge.
- 2.13 The above schemes have also been added to the Tandridge Transport Strategy for consideration for funding through CIL or other sources should they not be supported through the LEP.
- 2.14 Lorry Routeing Signing and the Surrey Priority Network (SPN)
It is proposed to provide lorry signing on the most appropriate link to major destinations (industrial parks etc) from the main road network (the A22 and A25 and some B roads). It is intended to harmonise lorry route and destination signing with the Surrey Priority Network (SPN) to ensure that signed routes are properly maintained and lorries are routed away from unsuitable roads.
- 2.15 The SPN is an integral part of County's Asset Management Strategy. It involves an ongoing review of the county's road network to ensure all roads have the most appropriate maintenance and inspection regime for their current usage. It assists with the planning of longer term (5 years or more) maintenance programmes such as HORIZON. The review includes a rolling programme of traffic surveys to update data sources.
- 2.16 Roads within the SPN are categorised according to a combination of factors including: strategic importance; overall traffic flows; percentage HGV flows and the destinations they serve (e.g. industrial estates). The SPN for Tandridge, showing colour-coded road categories and the

locations of business and industrial parks is shown at **Annex B**. A description of the SPN road categories and examples of each category in Tandridge is shown at **Annex C**.

- 2.17 The Tandridge SPN (Annex 2) is showing some unexpected anomalies which will need to be resolved with the Asset Management Team before lorry route signing can be finalised.
- 2.18 **Satellite Navigation**
Improvements in satnav technology now enable lorry specific satnavs to filter out minor and unsuitable routes however anomalies in the mapping system still occur and not all lorries drivers use up to date systems.
- 2.19 Most satnav systems use mapping provided by Teleatlas (part of TomTom) and Here (formally Navteq and part of Nokia). Information on all restrictions and unsuitable and preferred routes for HGV's in the Tandridge District will be passed to the two main satnav mapping providers for investigation. Greater local accuracy within the satnav mapping systems should lead to fewer incidents due to erroneous satnav routeing.
- 2.20 **Vehicle Operating Centres**
Concerns have been raised over some HGV vehicle operating centres which are located on roads regarded as unsuitable for HGV traffic. It is not possible to take retrospective action with long established businesses, and Goods Vehicle Operators Licenses are determined by the Traffic Commissioner based in Eastbourne, but the county council considers and consults local members on all new or varied license applications. Experience suggests that the Traffic Commissioner does not always share the county councils' concern for highway safety so every effort is made to agree conditions to licenses which mitigate the impact on local residents.
- 2.21 In the year 2012 to 2013 there were 20 applications for new or varied licenses within Tandridge to which the county council objected to 6. All applications to which the county council objected resulted in the application being withdrawn or the imposition of conditions, e.g. to limit access to certain routes.
- 2.22 Information provided by residents on lorry movements considered to be inappropriate in the Byers Lane area of South Godstone is being checked against operating conditions imposed on specific operators. Any operator not complying with their operating conditions will receive a warning and risks the withdrawal of their license.
- 2.23 **Local Issues raised by Parish Councils and potential solutions**
Annex A summarises the issues raised by parish councils and potential solutions. The issues have been grouped around the two main local transport corridors in the district, the A22 and the A23. This is to reflect that local HGV routeing issues can generally be traced back to problems on main routes. Improving congestion hotspots and reduced delays and incidents from longer term maintenance planning through the county's asset management strategy will improve journeytime reliability and the need to take alternative routes on minor roads. The current and planned

works on the M25 and A23 will in turn lead to less HGVs diverting onto the county's main routes.

- 2.24 In parallel to the work on major routes it is proposed to address inappropriate HGV routeing on minor local routes by assessing a whole neighbourhood area. A common issue relayed by parish councils in more rural areas involve HG's entering the area only to find themselves faced with a narrow almost impassable section of road ahead. A further investigation of the area revealed that many of these routes have advisory or statutory restrictions in place but these are not always comprehensively signed in advance. The solution proposed is to divide these areas into sectors and audit all routes into the area. New or improved signing will be proposed to ensure that HGVs cannot reach a restricted or unsuitable road without being warned in advance and have the opportunity to take an alternative route.
- 2.25 An example of this issue is in the area south of Chelsham. A number of narrow lanes here have width restrictions but not all roads leading to these restrictions, such as Roffe Lane, have advanced warning signing. It will often be necessary to cross Parish Boundaries to trace back to the logical entry points to each sector.
- 2.26 Where a sector's signing is being reviewed any redundant road signs identified will be removed.

3. CONSULTATIONS:

- 3.1 All parish councils within the Tandridge District were contacted by email and asked for details of freight related issues in their area. Local discussions and site visits have taken place in some areas. Discussions have also taken place with the Caterham area CR3 neighbourhood planning group.
- 3.2 Some investigations and consultations are currently still taking place. All issues issued raised will be followed up.
- 3.3 Issues raised by parish councils and potential solutions are shown at Annex A.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 There is no specific budget for the freight review and its outputs. Costs related to consultations and investigations have been met through existing revenue budgets within the Transport Policy Team.
- 4.2 It is recommended that outputs from the freight review are included within the emerging Tandridge Transport Strategy from where the most appropriate funding mechanism for funding will be investigated.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 No significant implications arising from this report.

6. LOCALISM:

- 6.1 The review of freight activities has been community driven through the involvement of all parish councils across the District in the identification of freight related issues and potential remedial measures for their area.

7. OTHER IMPLICATIONS:

7.1 Crime and Disorder implications

No significant implications arising from this report

7.2 Sustainability implications

The recommendations within the report are expected to lead to reduced traffic congestion and more efficient goods deliveries; thus reducing vehicle emissions.

7.3 Corporate Parenting/Looked after Children implications

No significant implications arising from this report

7.4 Safeguarding responsibilities for vulnerable children and adults implications

No significant implications arising from this report.

7.5 Public Health implications

No significant implications arising from this report

8. CONCLUSION AND RECOMMENDATIONS:

8.2 Conclusions

A certain amount of HGV activity on Tandridge's mainly rural road network is inevitable due to agricultural activity and local business estates.

- 8.3 HGV impacts on local communities are partly due to lorries diverting onto avoid congestion on the M25 motorway and A23 trunk road into London. Current Highways Agency projects on those roads are expected to reduce these impacts in the near future. On minor local roads problems can be eased by a combination of low cost measures identified through discussions with Parish Councils.

8.4 Recommendations:

The committee is asked to note the progress of the Highways Agency's M25 and A23 projects and their potential to reduce HGV impacts on local roads.

- 8.5 The committee is asked to note the proposed A22 and A25 route corridor improvements and their potential to reduce HGV impacts on local communities.

- 8.6 The committee is asked to endorse the overall approach of the Tandridge and the further development of local solutions identified through consultations with Parish Councils.

9. WHAT HAPPENS NEXT:

- 9.1 Discussions will continue with some parish councils to resolve local issues
 - 9.2 Subject to funding local signing issues will be addressed
 - 9.3 Where appropriate larger scale proposals will be added to the Tandridge Transport Strategy
 - 9.4 The satnav mapping companies will be informed of restricted and preferred HGV routes
-

Contact Officer:

Peter Hitchings – Transport Policy Team, 020 8541 8992

Consulted:

All Parish Councils in the Tandridge District have been contacted.

The TAG25 group

The CR3 Caterham neighbourhood plan group

Annexes:

Annex A: - Tandridge Freight Review – Parish Issues and Potential Solutions

Annex B: - Tandridge District Surrey Priority Network Map

Annex C: - SPN Categories and Tandridge Examples

Sources/background papers:

Tandridge Local Committee 1 March 2013, Item 14: HGVs on Roads in Tandridge