

SURREY COUNTY COUNCIL

TANDRIDGE LOCAL COMMITTEE (TANDRIDGE)

DATE: 27 JUNE 2014

LEAD OFFICER: PETER HITCHINGS, TRANSPORT POLICY TEAM

SUBJECT: TANDRIDGE FREIGHT REVIEW

DIVISION: ALL WITHIN TANDRIDGE



SUMMARY OF ISSUES:

Information reports on HGV problems and opportunities were presented to the committee on 1 March 2013 and 13 December 2013. 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.

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

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Note the range of solutions to local HGV issues within the report to be included within the Tandridge Transport Strategy.
- (ii) Note the progress on the project submissions to the Coast to Capital Local Economic Partnership and their potential to reduce HGV impacts on local roads
- (iii) Note the progress on reporting satnav mapping errors

REASONS FOR RECOMMENDATIONS:

To update members on recent developments on projects that can reduce the impact of HGV traffic across the Tandridge area.

1. INTRODUCTION AND BACKGROUND:

- 1.1 An information report on HGV problems and opportunities was presented to the committee on 1 March 2013. Members requested a more specific review of freight related issues across the whole of the Tandridge including consultation with all its Parish Councils. A report was brought back to the committee on 13 December 2013.

ITEM 13

- 1.2 This report now brings together these discussions and a programme of measures to address local concerns.
- 1.3 ANNEX A – Local Issues Raised by Parish Councils and Potential Solutions – summarises discussions and potential solutions to local HGV issues.
- 1.4 A series of package bids for Local Growth funding was made to the Coast to Capital Local Economic Partnership (C2C LEP) in March 2014. These packages are outlined in section 2 below.
- 1.5 Projects identified within the C2C package bids, and through discussions with Parish Councils, will be contained within the emerging Tandridge Transport Strategy and subject to wider public consultation in autumn 2014.
- 1.6 Recent developments within the satnav mapping industry now offer simple map error reporting systems which are now being used in Surrey to alert the satnav companies of local HGV routing problems. ANNEX B provides instructions on how to make a report.

2. ANALYSIS:

- 2.1 Following consultations with Parish Councils across the Tandridge District, the main freight related issues identified can be summarised as:
 - HGV's regularly diverting onto local roads from the M25 motorway due to road works and/or congestion.
 - HGV's making inappropriate route selection following satnav directions
 - When on local roads HGV's taking short cuts through less appropriate minor lanes, sometimes ignoring advisory or statutory restrictions on HGV movements
 - The above issues are sometimes compounded through inconsistent or incomplete road signing on some roads.
- 2.2 **DISCUSSION AND PROPOSALS TO ADDRESS ISSUES:**

ANNEX A – Local Issues Raised by Parish Councils and Potential Solutions - is an updated version of ANNEX A presented to the 13 December 2013 Local Committee meeting. ANNEX A summarises progress and potential funding streams for addressing issues identified through the discussions and updated comments are shown in bold text.
- 2.3 The package bids made to the Coast to Capital Local Economic Partnership (C2C LEP) in March 2014 are outlined below. These packages are in part made up from existing projects identified within the emerging Tandridge Transport Strategy which can address HGV issues. The LEP offers an alternative source of funding.

- 2.4 **COAST TO CAPITAL LOCAL ECONOMIC PARTNERSHIP – PACKAGE BIDS FOR FUNDING FROM THE LOCAL GROWTH FUND**
- 2.5 In March 2014 Surrey County Council made a series of package submissions for funding to the Coast to Capital Local Economic Partnership. These packages combine smaller projects which may already have appeared in earlier local programmes but nonetheless offer an alternative source of funding. The government will announce funding allocations to the LEPS in July 2014. The packages which contain works in Tandridge and could assist the movement of HGV's by easing congestion and bottlenecks and improving safety. These schemes are:
- 2.6 **A25 Corridor – Economic Support Scheme**
- WHAT: To provide improvements along the A25 including for example, signalisation of the A25 Godstone Road/Church Lane junction, Oxted, cycle and pedestrian facilities including an additional refuge island and widening of existing footways to accommodate a shared footway/cycleway.
 - WHY: To help mitigate congestion experienced by communities on the A25, improving the flow of traffic on a diversion route for the M25, improve movements across the A25 by cyclists and pedestrians and promote sustainable transport.
 - HOW MUCH: £4.902m
 - WHEN: 2017/18
- 2.7 **A22 Corridor and Caterham Package**
- WHAT: This package consists of two schemes - the A22 Corridor Economic Improvements Scheme and the Caterham Regeneration Economic Support Scheme. The schemes aim to provide additional cyclist and pedestrian facilities along the A22 including new footways/cycleways, bus stop accessibility upgrades, safety improvements such as speed management on the A22, both north and south of the M25, junction and roundabout re-configuring to optimise the flow of traffic, parking management and HGV safety measures through communities both north and south of the M25.
 - WHY: To encourage and support the regeneration of Caterham, mitigate congestion along the A22 corridor at key junctions/congestion hotspots, improve access to business industrial areas and promote the use of sustainable transport.
 - HOW MUCH: £2.635m
 - WHEN: 2017/18
- 2.8 **A22 Strategic Maintenance**
- WHAT: Perform major maintenance on the A22 between Whyteleafe and Felbridge, including the A22/A264 junction.

ITEM 13

- WHY: To maintain a safe and working north/south road through Tandridge Borough.
- HOW MUCH: £11.85m
- WHEN: 2015/16

2.9 Rural Economic Support Scheme (Lingfield, Dormansland Area)

- WHAT: To improve congestion pinch-points around Lingfield Racecourse and Dormansland; improve access to two industrial parks in Tandridge Borough; and improve linkages to local services including public transport.
- WHY: To help mitigate congestion in these areas to support their growth and promote bus travel and other sustainable modes of transport.
- HOW MUCH: £1.84m
- WHEN: 2017/18

2.10 Flood Alleviation Schemes Package C2C (A22 in Tandridge)

- WHAT: To mitigate areas that are subject to significant flooding along the A240, A24, A23, A217 and **A22**. Includes the A22/Hillbury Road roundabout at Whyteleafe.
- WHY: To reduce the effects of flooding on the strategic road network that are the cause of congestion and accidents.
- HOW MUCH: £43.09m
- WHEN: 2015/16

THE EMERGING TANDRIDGE TRANSPOT STRATEGY

- 2.11 The Tandridge Transport Strategy will be subject to public consultation in the autumn of this year before being considered by this committee in December 2014. It will be considered by the cabinet in January 2015.

PROGRESS ON HIGHWAYS AGENCY SCHEMES

2.12 M25 Roadworks update

- 2.13 The roadworks on the section of the M25 between junctions 5 and 6/7 are now complete and the motorway is running as a "smart" motorway. The hard shoulder has been converted for use as a permanent traffic lane. This, together with the introduction of enhanced on-road technology to manage traffic flow, will reduce congestion, improve the reliability of journey times and have the capacity to quickly deal with any incidents.

- 2.14 This is expected to reduce the number of future incidents of motorway traffic diverting onto local roads to avoid motorway congestion.

- 2.15 **A23 Route Management Strategy and Hooley Interchange**
- 2.16 The Highways Agency will be reviewing all information gathered on the A23 route management strategy from April 2014 before considering options and priorities for investment in the spring of 2015.

SATELLITE NAVIGATION REPORTING MAP ERRORS

- 2.17 Recent developments in the management of satnav mapping mean that most satnav systems throughout the world now use mapping provided by either Tom Tom or Nokia. Both companies have very simple map error reporting systems on their websites and they actively encourage members of the public to report mapping errors.
- 2.18 These facilities are now being used to report and correct satnav mapping errors in Surrey. As drivers are becoming more and more reliant on these systems greater accuracy in local mapping will over time help to reduce disruption from inappropriate use of local roads.
- 2.19 **ANNEX B** shows an instruction leaflet for reporting mapping errors to Tom Tom and Nokia. The reverse shows a map routeing correction report made to Tom Tom following complaints from residents in Long Hill, Woldingham. As drivers become more and more reliant on these systems for navigation, and systems become more sophisticated, greater local mapping accuracy through correcting local errors and reporting changes to the road network will over time reduce disruption from inappropriate use.
- 2.20 Warlingham, Woldingham and the surrounding rural area has been subject to a variety of signing, measures and restrictions to reduce inappropriate use by large vehicles. It is proposed to use this area as a demonstration project for interacting with the satnav mapping companies by reporting all changes and identifying problem routes.

3. CONSULTATIONS:

- 3.1 All Parish Council 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.
- 3.2 Ongoing discussions are taking place between Surrey County Council and the Caterham area CR3 neighbourhood planning group.
- 3.3 Transport for London has been consulted on HGV issues on the A22.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 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
- 4.2 The C2C LEP package scheme bids identified in section offer an alternative source of funding some long standing projects.

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 Parish Councils.

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:

8.1 Some of the impact of HGV's on local roads in Tandridge has been due to lorries diverting from the M25 after experiencing traffic congestion, incidents or road works. The completion of the recent roadworks on the M25 will provide greater capacity and better technology for dealing with incidents. These improvements should provide some relief for local communities.

8.2 Surrey County Council's package bids to the C2C LEP are aimed at: reducing congestion, improving access to businesses, improving safety and access for sustainable travel through:
Addressing long standing major maintenance issues, dealing with traffic bottlenecks and providing safety and environmental improvements for residents.

8.3 The above improvements should help to deter some HGV drivers from diverting onto inappropriate minor and residential roads. Where this still occurs relatively inexpensive measures identified through discussions with Parish Councils together with reporting of problem routes to the satnav companies can help to address local impacts.

8.4 As drivers are becoming more reliant on electronic navigation aids the importance of reliable local mapping will increase. Recent developments in the management of the satnav mapping and increased responsiveness of these systems to corrections will reduce local disruptions over time as individual systems are updated.

8.5 The Local Committee (Tandridge) is asked to:

- (i) Note the range of solutions to local HGV issues within the report to be included within the Tandridge transport Strategy.
- (ii) Note the progress on the project submissions to the Coast to Capital Local Economic Partnership and their potential to reduce HGV impacts on local roads
- (iii) Note the progress on reporting satnav mapping errors

9. WHAT HAPPENS NEXT:

- 9.1 We will continue to report lorry satnav and other mapping errors directly to the satnav mapping companies. Report any other changes to the road network such as road improvements or Traffic Regulation Orders.
- 9.2 We will encourage wider use of the satnav error self reporting process, especially when modifications are made to the local road network.
- 9.3 A public consultation on The Tandridge Local Transport Plan and Forward Programme will be carried out in the autumn of 2014

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Consulted: All Parish Councils in the Tandridge District have been contacted.

Annexes:

ANNEX A: - Tandridge Freight Review – Parish Issues and Potential Solutions
ANNEX B: - Reporting satnav mapping errors

Sources/background papers:

Tandridge Committee March 1 2013, Item 14: HGV's on Roads in Tandridge
Tandridge Committee 13 December 2013 Item 9 Tandridge Freight Review

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