



Environment and Transport Select Committee
17 July 2014

Freight Initiatives Update

Purpose of the report:

To scrutinise the Council's initiatives to address issues with HGV/freight vehicles in the County, including routing, bridge strikes and emissions.

A report on then current freight issues and initiatives was presented to the Transport Select committee in June 2008. This new paper reports on further developments in technology and freight measures and how these are being used to address the freight issues in Surrey.

The Freight Strategy is one of the core strategies of the Surrey Transport Plan and was adopted in April, 2012. It contains a toolkit of possible measures to address local freight issues. This paper demonstrates how these are being implemented in localities across Surrey.

Introduction:

1. This report provides members with a brief update on current freight related activities within Surrey and recent technology advances which can help to address freight related problems.

Update on Freight Initiatives in Surrey

Developments in lorry routeing and satnav technology

2. HGV's have a right to use all public roads unless the local highway authority has implemented a restriction limiting their use. Until recently this has led to many instances of HGV's being directed by their satnavs along roads which, though they may have been legally entitled to use, were physically unsuitable.
3. Improvements in satnav technology now mean that lorry specific satnavs are widely available at a modest cost. These systems use the dimensions of individual vehicles to filter out minor and unsuitable routes.

However, anomalies in the mapping data still occur and not all lorry drivers use up to date systems.

4. 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 simple map error reporting systems on their websites and they actively encourage members of the public to report mapping errors.
5. These reporting facilities are now being used to report and correct mapping or routeing errors in Surrey. As drivers become more are 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.
6. **ANNEX A** shows instructions 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.
7. The reporting system will also be used to report changes in the road network brought about through improvement schemes or the implementation of Traffic Regulation Orders.
8. Discussions have taken place between Surrey County Council and the satnav mapping companies to develop a more direct system of reporting more comprehensive routeing preferences and problems in Surrey.

Goods Vehicle Journey Planner

9. A goods vehicle journey planner was developed for use in London during the 2012 Olympic Games. This route planner is now being offered for widespread use across the UK and is being used by some south east highway authorities. It uses existing height, weight and width restriction data to plan the most appropriate route for the goods vehicle dimensions entered. Its use could help to prevent bridge strikes. Its suitability for use in Surrey is currently being investigated.

London Low Emission Zone (LEZ)

10. The London Low Emission Zone has been in operation since 2008. A phased introduction of an increasingly stringent regime until 2012 has achieved the aim of reducing vehicle emissions from diesel powered goods vehicles.
11. The LEZ has generally provided a positive impact on air quality within Surrey as most operators in the south east have either replaced or adapted their goods vehicle fleets to meet the London LEZ requirements.

12. There have been occasional incidents where non compliant vehicles have diverted back onto Surrey roads. Discussions with Transport for London indicate that they have no plans to alter the zone boundaries the future. Regardless of the London LEZ, continuing improvements in goods vehicle engine technology will result in cleaner engines and less emissions in the future as goods vehicle fleets are updated.

Tandridge Freight Review

13. A review of freight activity across the whole of the Tandridge District area has recently been carried out. The review involved discussions with all parish councils across the districts and has result in local measures being included within the emerging Tandridge Transport Strategy and forward programme.
14. A key output from the Tandridge freight Review is the satnav error reporting system shown at **ANNEX A**. This process has been used to report and correct mapping errors across Tandridge and others areas of Surrey.

Nuisance HGV parking in residential areas

15. Under the terms of their Vehicle Operators License UK operators must keep their vehicles at a nominated operating centre overnight when not in use. Frequent transgressors who park in residential area are first made aware of their obligations and asked to move. Ultimately they can be reported to the Traffic Commissioner who can revoke their licence.
16. Some large vehicles, such as large motorway recovery vehicles, are exempt from these regulations but can cause considerable disruption if operated from residential areas.
17. A recent incident of a 26 tonne recovery truck operating from a quiet residential street in Ewell was resolved by writing directly to the company chief executive.

Foreign Goods Vehicles to pay HGV Road User Levy in UK

18. The UK Government introduced the HGV road user levy in April 2014 to create a level playing field for HGV operators across Europe.
19. UK operators pay tolls and levies when delivering goods abroad but until now foreign operators did not pay to use UK roads. Now foreign operators must pay the levy before driving in the UK. UK operators will pay the new levy at the same time as their vehicle excise duty but the system is structured so that the total payment will be cost neutral for the majority of UK operators.

Current progress on the Motorway Network M25 and M3 Roadworks

20. Some problems on local roads occur because HGV's and other vehicles divert onto local roads to avoid congestion or incidents on the motorway network.

21. 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 with the hard shoulder 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.
22. This is expected to reduce the number of future incidents of motorway traffic diverting onto local roads to avoid motorway problems.
23. Similar works for the M3 between junctions 2 and 4A are due to start with completion planned for spring 2015.

Conclusions:

24. Recent advances in satnav technology and the standardisation of satnav mapping suggests that reliability in satnav routing will improve over time.
25. As more and more people rely on satnavs the most cost effective and efficient way of managing HGV movements locally appears to be to influence routing within established mapping processes, backed where necessary by local restrictions.

Recommendations:

26.
 - That members note the recent development in technology advances within the satnav industry and how these are being used to address HGV related issues in Surrey.
 - That members note the range of freight related measures being used in Surrey.

Next steps:

27. To continue work to develop current initiatives to improve safe and efficient HGV access across Surrey.

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Attachment:

ANNEX A- Satnav error reporting leaflet