**SUMMER TRAFFIC MANAGEMENT MEASURES**

**Capel-le-Ferne Parish Council PARISH COUNCIL <clerkcapellefernepc@btinternet.com>**

To: Mike.tapp.mp@parliament.uk;

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KMRF letter to DDC and F&HDC residents 08.07.24 (2).pdf

154.4 KB

Dear Sir

Capel-le-Ferne Parish Council have grave concerns about the ‘Summer Traffic Management Measures’ published by the Kent and Medway Resilience Forum (KMRF), on the 8th July 2024. (Attached for information).

We understand the operating principles of ‘BROCK’ and ‘TAP’, but the idea of having a permit system being checked at mid-point (Courtwood Interchange) of the ‘TAP’ queue, makes little sense and could speed the closure of the East bound Roundhill Tunnel at busy times.

The KMRF document is vague about how traffic is to be managed when the tunnel is closed.

The result of tunnel closures in the past has had a devastating effect on Cheriton, Folkestone, Hawkinge and Capel-le-Ferne, with gridlocked traffic throughout the area.

This is because no effective diversionary measures have been put in place at Junction 13 of the M20.

Therefore, lorries trying to find their way to Dover Docks take the only direct route available, which is the B2011 through Capel, Maxton and into the centre of Dover.

The residents of Capel are sick and tired of lorries rumbling through the village and the feeling of being imprisoned by the volume of traffic passing through the centre of our village.

The Roundhill Tunnel is not only closed as a result of ‘TAP’, but for various other reasons throughout the year. On each occasion Capel-le-Ferne has been subjected to lorries passing through the village both day or night.

Capel-le-Ferne Parish Council would like to see permanent electronic diversionary signage, installed at Junction 13 of the M20 and at the roundabouts on and at the end of Churchill Avenue, Folkestone. Also, when the Roundhill Tunnel is closed due to ‘TAP’, sufficient manpower is deployed to redirect traffic at the roundabout adjacent to Junction 13 of the M20 to avoid the gridlock previously experienced.

Capel-le-Ferne Parish Council also question the effectiveness of ‘BROCK’ and the general monitoring of lorries heading towards Dover. Theoretically, if ‘BROCK’ was functioning as intended, the ‘TAP’ queue should never reach the Roundhill Tunnel.

We would appreciate your help in finding solutions for your constituents in Capel-le-Ferne.