

RE: Summer Traffic Management Measures - Round Robin Letter

Cllr-Martin Hibbert <Cllr-Martin.Hibbert@DOVER.GOV.UK>

To: Toby.Howe@kent.gov.uk;

10/07/2024 10:41

Good morning, Toby,

Thank you for your swift reply, it is much appreciated.

Unfortunately, rogue HGV drivers have circumvented TAP controls for several years, especially by using the Capel and B2011 route.

What intended controls and signage you have outlined brings some reassurance and I thank you for outlining them. The trick is getting all up and in place within the time TAP is predicted and in place and within the magic 30mins.

Back in the day when the original Stack was in place DHB in conjunction with Kent Police labelled freight traffic at the head of the queue. The label had a colour of the day/week and was time stamped. Driver arriving at the port entrance without one where indeed turned round – but that created logistic problems even back then.

I look forward to the introduction of the new controls and will monitor closely.

Best regards, Martin Hibbert

From: Toby.Howe@kent.gov.uk <Toby.Howe@kent.gov.uk>

Sent: Wednesday, July 10, 2024 9:03 AM

To: Cllr-Martin Hibbert <Cllr-Martin.Hibbert@DOVER.GOV.UK>

Cc: Simon.Jones@kent.gov.uk;

Subject: RE: Summer Traffic Management Measures - Round Robin Letter

Importance: High

Good morning

Thank you for your email below.

The new permitting process to be introduced this summer is to ensure that only those HGVs that have gone from Op Brock on the M20 through to TAP on the A20 will be allowed into the Port of Dover. The Kent & Medway Resilience Forum (KMRF) have also been working with the various truck stops to bring them in as part of the process. The intention is that this will reduce the use of alternative routes to reach the port, as if, for example, a truck bypasses the traffic management and heads instead down the B2011 through Capel and along Folkestone Road, they will not be allowed into the Port and will be sent 37 miles to the back of Brock.

As this is a new process, there will no doubt need to be tweaks going forward, and I agree that there also needs to be additional technological solutions in place to manage traffic heading to the Port. The KMRF have requested funding from the Department for Transport (DfT) for increased CCTV coverage, technology at Roundhill Tunnel, and improved signage on the strategic road network. The KMRF are also looking at better traffic management options should Roundhill Tunnel ever have to close.

I appreciate that the impact on local communities in Kent due to what is a national problem is unacceptable, and we will continue to work with government to find better solutions so that we do not have to rely on Brock and TAP for years to come.

Kind regards

Toby Howe

Strategic Resilience Manager Kent County Council | Invicta House | Maidstone | ME14 1XX | 03000 410219