

Freight Action Plan for Kent



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Foreword



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We recognise that the freight transport industry makes a significant contribution to Kent's economy and the United Kingdom (UK) as a whole and it is therefore important to recognise both the need for Heavy Goods Vehicles (HGVs) to use the highway network and the positive

economic benefits this brings. We must however ensure that residents and businesses of and visitors to Kent are not disadvantaged by our role as an international gateway.

Freight issues in Kent are of both local and national importance, an example being Operation Stack which caused unprecedented disruption in the summer of 2015 where stack was in operation for 32 days. Tackling freight related issues is an important strategic priority for the County Council. The demand for overnight parking is growing as the volume of cross-Channel freight increases.

To combat this we are currently in the process of investigating where there might be suitable sites for a network of small scale lorry parks in the county. This approach alongside increased enforcement should lead to improved road safety and ensure parking is away from residential areas.

This action plan highlights what we have already

delivered and what we plan to do to reduce the impacts of road freight on local communities. The plan sets out five ongoing actions for managing freight through Kent and outlines how these actions can be met through partnership-working between Kent County Council (KCC), local councils, industry bodies and other affected parties.



KCC along with stakeholders have already successfully delivered a number of initiatives to mitigate the impact of freight traffic movements through the county including:

- Lobbying government to achieve £250 million of funding for a permanent lorry holding area as a solution to **Operation Stack**.
- Developing and adopting the **Freight Journey Planner**, a web based route planning tool that aims to help HGV drivers and Transport Managers to plan their routes within Kent. This software is HGV specific and routes vehicles to avoid roads with weight, height and width restrictions as well as roads that are unsuitable for HGV use. The information used on this system is passed onto HGV specific satellite navigation systems.
- Implementing a number of **Lorry Watch** schemes across the county to empower local residents to record the details of vehicles contravening restrictions.
- Continuing **signing improvements** across the county including the use of pictorial signs to assist drivers whose first language is not English.
- Establishing **Operation Kindle** in which KCC works collaboratively with Kent Police, Highways England and Medway/Borough/District Councils to clamp/move on illegally or antisocially parked HGVs in the district. So far this has resulted in just under 500 fixed penalty notices issued and over 2,000 HGVs being moved on.
- Lobbying government to introduce a **HGV Road User Levy**. This is a taxing mechanism (Vignette) on both UK and non-UK based HGVs. The levy ensures all HGVs make financial contributions towards improvements and maintenance of the national road network. In 2015/16 £197.5 million of revenue was raised from the levy. £147.8 million from UK registered vehicles and £49.7million from non-UK registered vehicles⁽¹¹⁾.
- **Swale Borough Council** set up a pilot **ECO Stars scheme** in 2016 with a number of large operators based in the Borough. The ECO Stars scheme provides public recognition for operators who are actively taking steps to improve efficiency, reduce fuel consumption and reduce their impact on local air quality.

The scheme provides support for operators in better fuel management and driver training.



Introduction

Freight can be transported by a number of means including road, rail, sea and air. The main focus of this document is road freight as the dominant mode of transporting freight across the county and the mode which impacts the residents and businesses of Kent most significantly. Rail freight and sea freight also play a large role in the county as Kent has a number of rail freight terminals and large freight ports particularly Dover, Eurotunnel and Sheerness.

Kent's role as a UK Gateway means that a high proportion of HGV traffic heading to and from mainland Europe uses the county's road network. This is evidenced by the fact that freight vehicles account for up to 41% of all vehicles on the county's strategic road network via the M2/A2 and M20/A20 corridors ⁽¹⁾.

KCC appreciates the need for freight to be transported on Kent's road network and the positive economic and social benefits that the industry brings both to the county and UK as a whole. However, the negative impacts are well recognised by KCC and stakeholders alike. It is these negative impacts that this Action Plan has been formulated to mitigate.

This plan describes the situation in Kent and identifies actions that can be taken by KCC, with

partners, to mitigate the impact of freight on the county's road network and residents' quality of life. The Plan is designed to identify realistic actions that can be taken to improve the situation. This plan is a supporting document to the Local Transport Plan 4 (LTP4) document "Delivering Growth without Gridlock" as shown by figure 1.

This plan also ties into LTP4, where road freight is associated with several of KCC's strategic transport priorities which include; new Lower Thames Crossing, the bifurcation of port traffic, port expansion, a solution to Operation Stack and the provision of overnight lorry parking. The LTP4 document can be found on the KCC website at kent.gov.uk.

Rail Freight

Kent County Council fully supports the provision of modal shift from road to rail to reduce HGV movements in the county, so long as it does not adversely affect peak rail passenger services. Rail freight is more environmentally friendly than road freight using 76% less carbon dioxide than the equivalent road freight movements.

A Strategic Rail Freight Interchange at Howbury, Dartford is proposed on the Kent/Bexley border. This site will be able to handle up to seven

trains per day and have a storage capacity of 183,187 sqm onsite. An intermodal freight train can remove between 43 and 77 HGVs from the strategic road network. Howbury will be able to handle up to 7 trains a day which equates to 300 – 540 HGV movements being removed from the south-eastern road network. The intermodal freight trains serving the site will be a mix of cross channel and domestic intermodal freight trains serving rail freight terminals and ports in the Midlands and North.

Water Freight

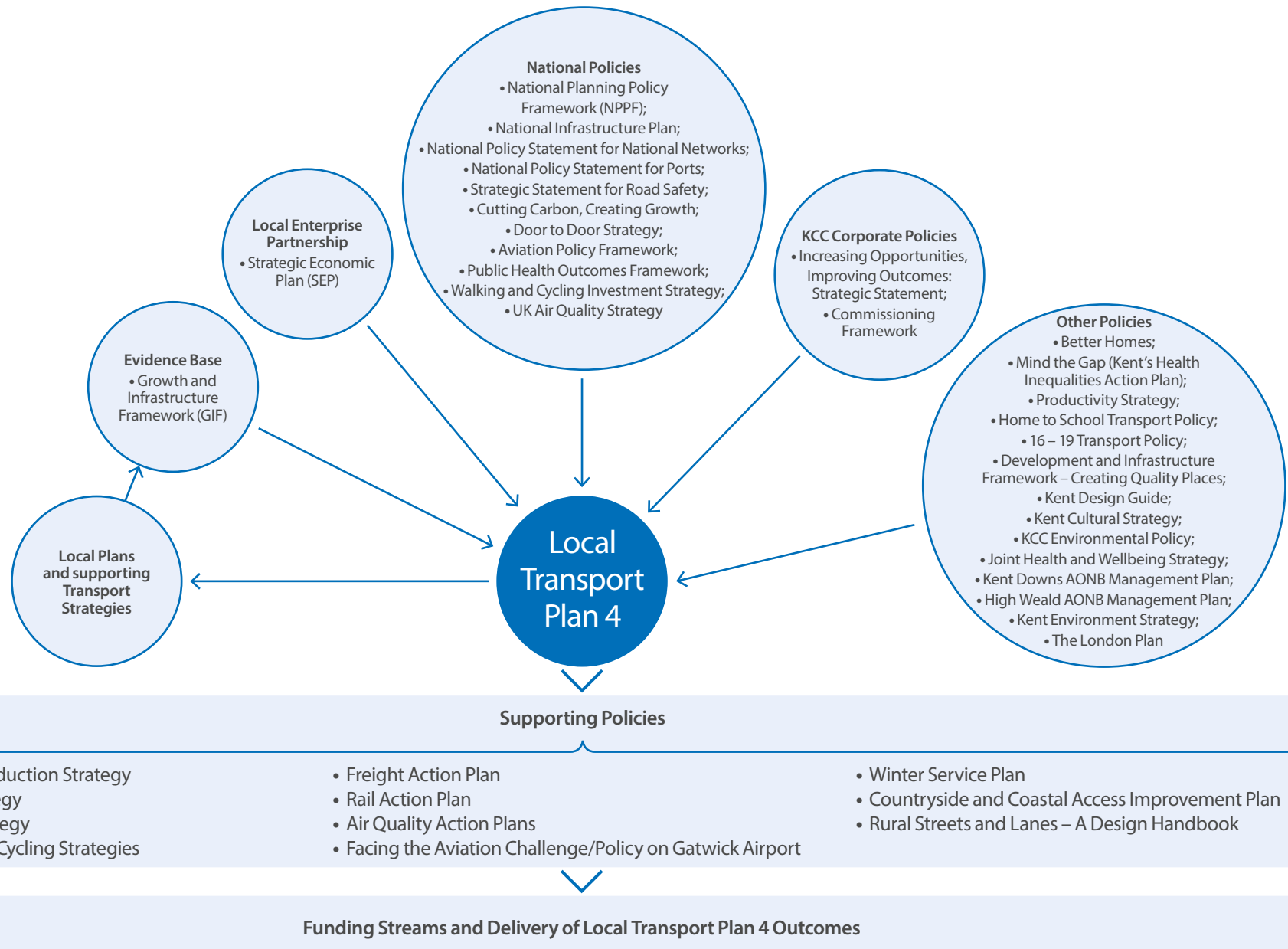
Currently the River Thames and Estuary in Kent are used to transport waste, construction materials and increasingly containerised goods. For every 1,000 tonne barge on the river, there are up to 100 fewer lorry movements required. This therefore reduces congestion on the roads, is environmentally sustainable and economically sound. Transport by barge is estimated to produce about one third of the greenhouse gas emissions compared to the equivalent journey by lorry. In Kent large volumes of pulp are transhipped via barge to Kimberley Clark's Northfleet tissue factory removing large volumes of road freight within Kent.

Headline statistics of road freight in Kent

- Just under 3 million HGVs and unaccompanied trailers entered the UK from mainland Europe in 2015 with over 2 million of these entering through the Port of Dover and Eurotunnel ⁽²⁾
- The number of goods vehicles travelling between Great Britain and mainland Europe has increased by 84% in the last 20 years ⁽³⁾
- More than 70% of all HGV traffic from Dover and Eurotunnel use the Dartford crossing. ⁽⁴⁾
- Freight traffic is currently growing at 4% per year. ⁽⁵⁾
- The Department for Transport Road Traffic Forecasts (2015) predict a 22% increase in HGV movements between 2010 and 2040 across the UK road network ⁽⁶⁾
- The road freight industry is worth £74bn to UK economy ⁽⁷⁾
- Road freight continues to be the main method transporting freight across the UK with 136 billion tonnes moved by road, 22 billion by rail and 27 billion by water ⁽²⁾
- On average 10,800 HGVs cross the Strait of Dover each day (5,400) in each direction



Figure 1: LTP4 Policy Context



The key stakeholders of freight transport within Kent

The impacts of freight are wide and varied and therefore a number of authorities and organisations are responsible for mitigating its impacts within Kent. KCC recognises the need to continue to work closely with these bodies/organisations.



Kent County Council (KCC) is the Highway Authority responsible for over 5,000 miles of roads in Kent. This does not include the motorway and trunk roads maintained by Highways England and roads within the Medway Council area. KCC's roads range from county primary routes, such as the A229 and A28, to unclassified rural roads. The Council is responsible for maintaining the public highway and regulating any proposed developments that affect it.

KCC is the Local Transport Authority and under the Traffic Management Act 2004, Local Transport Authorities in England have a duty to keep all people and goods moving efficiently on the authority's road network.

KCC is responsible for producing a Local Transport Plan (LTP4) that outlines KCC's strategic transport priorities and proposed investment in transport infrastructure across the county. Alongside this the Growth and Infrastructure Framework (GIF) was developed to give planners, developers and

all levels of government the 'big picture' view of growth across Kent. The framework identifies the fundamental infrastructure and investment needed to support this growth and the likely funding gap. It prioritises investment to create new jobs, homes and infrastructure.



Department for Transport (DfT) is the governing body for all transport matters nationally. It allocates funding and develops policy and legislation. With regards to freight the DfT works to make sure goods are moved safely and securely across the UK.

It looks to encourage goods to be moved at a reasonable cost with minimum impact to the environment and communities. It also works with industry to reduce greenhouse gas emissions. It does this through:

- Providing policy, guidance and funding to Local Authorities
- Collecting revenue through the HGV Road User Levy
- Setting Drivers Hours regulations to be monitored by VOSA (Vehicle and Operator Services Agency)
- Implementing the Driver CPC (Certificate of Professional Competence) through the DVSA (Driver and Vehicle Standards Agency)
- Regulating the carriage of dangerous goods
- Trialling the use of longer semi-trailers



The management, maintenance and improvements to motorways and trunk roads in England is the responsibility of **Highways England**. As part of the network management duty KCC works in partnership with Highways England to prevent incidents on the strategic road network having an adverse impact on local roads. There are approximately 134 miles of road managed by Highways England in Kent which are the M25, M26, M20/A20, M2/A2, A21, A249, A259 and A2070.



Kent Police work alongside KCC and local communities to enforce restrictions on lorry movements including weight, height and width limits and work with District Councils to issue penalty notices to drivers committing offences. Kent Police assist to coordinate activities such as Operation Stack which are required under the Civil Contingencies Act 2004.



Medway Council is a Unitary Authority responsible for 513 miles of roads in its area. Within the council area is Thamesport, a large container port with plans for future growth.

District Authorities

Within Kent there are twelve district authorities that act as the Local Planning Authorities responsible for granting permission for development applications within each district. They have a statutory duty to coordinate and manage air quality action plans under their Local Air Quality Management (LAQM) function. District authorities also have parking enforcement powers under their agency agreement with KCC. The twelve districts in Kent are: Ashford, Canterbury, Dartford, Dover, Gravesham, Maidstone, Sevenoaks, Shepway, Swale, Thanet, Tonbridge and Malling and Tunbridge Wells.

Parish/Town Councils and Local Communities

Local communities are often directly affected by the negative impacts of freight transport in the county such as air and noise pollution. Parish and Town Councils have limited powers but seek to represent their communities at a local level and are a good means of reporting local freight issues to Members and KCC Officers.



The **Freight Transport Association (FTA)** is one of Britain's largest trade associations with over 15,000 members. It represents the interests of companies moving goods by road, rail, sea and air. The FTA's main roles are to: represent the freight industry at a local, national and European level, campaign and

raise awareness of the freight industry, inform and prepare its members with the latest compliance requirements, and offer training schemes to improve the skills and knowledge of drivers and managers in the industry.



The **Road Haulage Association (RHA)** is dedicated solely to the needs of the road transport industry. The RHA's main roles are to: aid the public's understanding of the industry and to offer its members advice, information and guidance to enhance their professional stature, training, legal services and insurance.

Kent's international and domestic gateways



- **Port of Dover** is the busiest ferry port in Europe. The port handles 13 million passengers and 2.5 million freight vehicles per year.



- **Eurotunnel** runs a fleet of 15 freight shuttles which can operate at up to 6 services per hour. The service handles 10 million passengers and 1.5 million freight vehicles per year.



- **Port of Sheerness** imports and exports vehicles, containers, dry bulks, energy products, forest products, liquid bulks and metals as well as refrigerated produce for transshipment. It is also one of the UK's leading car-handling terminals, with around 400,000 vehicles crossing the quay each year.



- **Thamesport** is one of the busiest container ports in the UK. It has two container ship berths with capacity to store 26,000 containers on site, a dedicated rail line into the site as well as road connections via the A228.



- **Port of Ramsgate** has three Ro-Ro berths and the ability to run cross channel ferry services for freight.



- **Port of London Authority** operations cover 95 miles of the River Thames. The Authority seeks to establish the River Thames as the default choice for transporting waste, construction and containerised goods.

Actions

1. To tackle the problem of overnight lorry parking in Kent

Kent has a high demand for lorry parking spaces because of its connectivity to Continental Europe attracting high volumes of cross channel freight. Areas for drivers of goods vehicles to stop and park when away from base play a vital role in enabling drivers to refresh themselves and maintain their vehicles, particularly for freight companies based outside the region or country. Lorry drivers are required to take both daily driving breaks and overnight rests as set out by national and EU rules on driver's hours as well as the Working Time Directive outlined below:

- 9-10 hour daily driving limit and a 56 hour weekly driving limit
- 45 minute break required after 4.5 hours driving and a further 30 minute break if working between 6 and 9 hours in total
- 11 hour daily rest and; 45 consecutive-hour weekly rest. ⁽⁸⁾

As deliveries are mostly undertaken throughout the day parking is most in demand overnight. Currently there is a lack of lorry parking provision which

impacts on road users, communities and puts the security of cargo at risk as well as the health, safety and welfare of drivers. It is preferable for lorries to be parked at a managed site that offers safe entry and exit and encourages goods vehicles to park in a formal and well-designed location, rather than parked in roadside lay-bys or on adjacent minor roads.

Problems associated with illegal and inappropriate lorry parking include; lorry-related crime/thefts, road safety, damage to roads, kerbs and verges, environmental health issues (human waste), littering, noise pollution and reduced personal safety. Refrigeration units and in-cab heaters can require the engine to be running which contribute towards air and noise pollution. These issues are particularly heightened when parking is close to residential areas.

To tackle the problem of antisocial and illegal lorry parking Ashford Borough Council introduced a clamping scheme in 2015. This was necessitated by the amount of HGVs parking on the highway in and around industrial estates blocking accesses and driveways as well as causing a litter problem. Ashford Borough Council Civil Enforcement Officers have a specialist team that undertake patrols specifically to enforce restrictions which apply

overnight. Specific areas in the Borough were identified as trouble hotspots for HGV parking. In these areas waiting restrictions were implemented for vehicles with a gross weight over 5 tonnes. The restrictions were put in place from 8pm to 7am the following day.

Civil Enforcement Officers can issue warning notices to vehicles breaking the overnight ban, in addition to a Penalty Charge Notice. The warning notices offer advice to the drivers of the restriction and information about dedicated lorry parks in the area. This information is provided in a number of foreign languages. With regards to the £70 fine issued, Ashford Borough Council works with enforcement agents to ensure the charges are recovered, both here and abroad. If vehicles are caught subsequently having not paid the fine, then they are clamped and must pay a release fee.

Through Operation Kindle, Kent County Council has been working closely with Medway/Borough/District Councils, Highways England and Kent Police to address the growing problem of HGV parking in the county. This group meet regularly to discuss the problem and ways of mitigating the impact of illegal lorry parking. It is also involved with issuing fixed penalty notices and moving HGVs on from unsafe locations.

KCC is developing a strategy for a network of small lorry parks at locations across Kent. In June and September 2016 surveys were undertaken into overnight HGV parking across the county in order to gain a comprehensive picture of unofficial (on-highway) HGV parking in Kent and identify the types of freight vehicles, nationality and location of parking. The surveys identified Swale as the district with highest proportion of inappropriately parked HGVs, with a large number parked in close proximity to Sheerness Port. Ashford and Tonbridge and Malling districts (along the M20 corridor) had the next largest amount with Tunbridge Wells and Thanet having the least as shown in the tables. The surveys showed a snapshot of the overnight parking demand in Kent; however it is acknowledged that the results are likely to be an underestimate. The data captured will help KCC understand where lorry parks are required; the quantity of spaces needed and therefore recommend suitable locations for lorry parks in the county.

Kent County Council will continue to press for overnight parking to be incorporated into Highways England's plans for the proposed Operation Stack lorry area at Stanford West. If overnight parking is introduced, the site should have adequate welfare facilities and be priced sensibly to encourage use without competing unfairly with existing commercial lorry parks.

With a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial parking on the public highway as well as littering. This should reduce unsafe lorry parking, move parked HGVs away from communities and improve road safety.





HGV Overnight Parking Survey				
JUNE				
07/06/2016, 08/06/2016 & 10/06/2016				
District	Tues	Wed	Fri	Average
Swale	139	194	88	140
Ashford	96	112	103	104
Dover	52	120	53	75
Tonbridge & Malling	84	95	45	75
Gravesham	30	53	27	37
Maidstone	25	25	17	22
Dartford	28	19	20	22
Sevenoaks	22	22	12	19
Canterbury	15	23	17	18
Shepway	10	*	9	10
Thanet	6	5	4	5
Tunbridge Wells*				
Medway*				
TOTAL	507	668	395	527

HGV Overnight Parking Survey				
SEPTEMBER				
13/09/2016, 14/09/2016 & 16/09/2016				
District	Tues	Wed	Fri	Average
Swale	105	209	38	117
Canterbury	127	135	72	111
Ashford	109	94	117	107
Tonbridge & Malling	64	93	63	73
Gravesham	64	79	67	70
Dover	91	42	37	57
Medway	47	58	65	57
Sevenoaks	51	43	16	37
Dartford	34	32	39	35
Maidstone	41	21	25	29
Shepway	19	7	9	12
Thanet	10	13	6	10
Tunbridge Wells	0	0	1	0
TOTAL	762	826	555	715

*No survey
 Note: The June figures were HGVs parked on KCC roads. The September survey was conducted on both KCC and Highways England's roads in Kent.

2. To find a long term solution to Operation Stack

Operation Stack is a tactical response to queue freight vehicles along the M20 when cross channel services at the Eurotunnel and Port of Dover become disrupted for a prolonged period of time. Operation Stack may be triggered by bad weather, operational problems, industrial action and in recent instances migrant action at Calais. It was used on a record 32 days in 2015 as the area was hit with unprecedented disruption in the summer. When Operation Stack is implemented other non-freight traffic is diverted from the M20 and onto the A20 which causes delays and unreliable journey times all of which have negative impacts on businesses and residents around East Kent. The impacts of Operation Stack can be felt across the whole of the



county as Kent's residents and businesses struggle to get to work, school, medical appointments and carry out everyday tasks. The negative impact of Operation Stack to the Kent and Medway economy is estimated to cost £1.45million per day⁽⁹⁾ with the Freight Transport Association estimating a cost of £250 million per day to the UK economy as a whole. Kent Police allocate up to 90 officers away from their usual work and estimates it costs them up to £50,000 a day to police.⁽¹⁰⁾

KCC supports the proposal for a permanent lorry area to reduce or remove the need for freight traffic to be queued on the M20 providing environmental mitigation measures minimise its impact on the surrounding area and on local communities and that property owners are appropriately compensated. The proposed Stanford West site is located just west of Junction 11 of the M20 and is close to the existing Stop24 Service Area. It is essential that the motorway is kept open for two-way traffic flow at all times and is never closed for the queueing of freight vehicles. The decision for Highways England to build a site capable of parking 3,600 HGVs would allow the M20 to remain open in both directions for all traffic during most instances of disruption to cross channel services. The provision of 3,600 HGV spaces would replace Operation Stack Stages 1 and 2 (J8 to J11 which has capacity for 3,600 HGVs) in the first instance. Only in extreme circumstances (when capacity of

the lorry area is full) would Operation Stack Stages 1 and 2 (J8 to J11) be used, which in combination with the lorry area, would provide total capacity for 7,200 HGVs. This would prevent the need to use the London-bound carriageway for Operation Stack (Stages 3 and 4) as was experienced in summer 2015. The need for a solution to Operation Stack is made greater by the fact that current average daily demand at the Channel Ports is over 10,000 HGVs (two way flow) and is forecast to increase to between 14,000 and 16,000 in the next decade.

Dover TAP (Traffic Assessment Project) is a smaller mitigation measure that was introduced in April 2015 to hold port bound freight on the A20 to prevent queueing in central Dover during busy periods. The A20 between Folkestone and Dover is split with the left lane for freight vehicles to queue and the right lane for all other vehicles. Port traffic is held by traffic lights until space becomes available within the port. Dover TAP is a rolling queue and can hold in excess of 500 + freight vehicles. The scheme helps to make sure that traffic arriving at the port is optimised, while at the same time protecting local roads in and around Dover town centre from unnecessary congestion and air pollution. KCC fully supports a permanent solution for Dover TAP with twin speed limit variations (40mph or national speed limit) along the A20. This would allow for the 40mph speed restriction to be lifted and only used when Dover TAP is in use.

3. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible

HGVs should use the strategic road network for as much of their journeys as possible thereby reducing the impact on the local road network and ensuring separation from local communities. An important influence on whether drivers stick to the strategic network is the use of Satellite Navigation (Sat-Nav) devices. Sometimes drivers can become over reliant on these devices and miss or ignore road signs. This is particularly the case where drivers are not familiar with the area which can result in them using unsuitable roads, or worse case damaging buildings and street furniture. Unfortunately many of the Sat-Nav devices used by HGVs were designed for the use of cars and so do not consider restrictions such as weight, height and width limits.

The strategic network cannot be used exclusively for HGV movements as vehicles delivering/picking up goods in the county will need to use the local road network. There is a large and prosperous agricultural industry in Kent which results in a large amount of road freight for drop off/collection as well as day to day farming operations. There are also a number of large distribution centres,

warehousing and logistics/haulage firms based in Kent. The County Council acknowledges that freight vehicles need to use the local network and in doing so supports employment which creates growth and economic prosperity in Kent.

In order to encourage freight to use the strategic road network KCC has developed and adopted the Freight Journey Planner, an online mapping tool specific to HGVs that allows drivers to plan the most effective routes within Kent and avoid weight, width and height restricted routes. The tool is free to use for HGV companies and drivers and



highlights all stopping, parking and fuel stations within the county as well as pricing. The Freight Journey Planner helps to guide drivers to use the most appropriate roads, avoiding restrictions and roads that were not designed to take their use. The aim is to effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible. The Freight Journey Planner has been promoted via the FTA and RHA to raise awareness amongst their members, truck stops/services, ports, ferry operators/Eurotunnel, as well as driver training courses. The information on the Freight Journey Planner feeds into HGV specific Sat-Navs to limit the routing of HGVs from restricted and unsuitable routes. KCC works with other mapping and satellite navigation companies to update mapping systems and amend potential anomalies. Problems can arise however when drivers do not update their Sat-Nav devices to receive these amendments.

The Freight Journey Planner for Kent can be found at freightgateway.co.uk/kent

Recent developments in technology have led to the DfT promoting the use of connected and autonomous vehicles. The idea is for in-vehicle, vehicle to vehicle and vehicle to infrastructure communications. The systems can communicate

a variety of in-vehicle warning information messages to the road user, which can include road works ahead and vehicles ahead braking. The on-road technology wirelessly transmits the latest journey information directly to vehicles which depending on the circumstances could suggest taking an alternative route. A similar system has been rolled out in mainland Europe and a scheme on the A2/M2 corridor in Kent is being developed.







4. To take steps to address problems caused by freight traffic to communities

When road freight vehicles travel on the local road network they can have an adverse impact on local communities through property damage, vibrations/noise and air pollution. Many towns and villages in Kent were not designed to take large freight vehicles and as such have legal restrictions to limit HGV use. In these cases there are two types of restrictions (environmental and structural) that can be implemented to legally limit HGV traffic along a road.

When KCC consider introducing restrictions account is taken of the following:

- Volume of HGV traffic
- Sensitivity of an area
- Population affected
- Level of HGV access required
- Availability of suitable alternative routes

The table below outlines these restrictions:

Environmental limits	<p>7.5/18 tonne weight or 2.0 metre width restrictions can be implemented on roads where it is desirable to reduce the number of HGVs using a road or for roads that are deemed to be unsuitable for use by vehicles over a certain weight or width. They are useful in preventing heavy goods vehicles from using minor roads as inappropriate short-cuts between main routes, or where there is conflict between lorries and local communities. Environmental restrictions often have exemptions of “except for access” for vehicles delivering within the restriction.</p>	
Structural Weight/Height Limits	<p>Implemented on routes that have a weak structure or low bridge. Restrictions of this type generally cover short sections where the structure is located. These restrictions often do not have exceptions as low bridges are a physical barrier and weak bridges cannot bear vehicles over a certain weight.</p>	
Advisory Signing	<p>Is used to deter vehicles from using routes which are unsuitable for their use. Often these work best for drivers who are not familiar with the local area. They are advisory so are not backed by legal traffic orders, so therefore cannot be enforced by police. The use of the pictorial signs is promoted across the county due to the amount of foreign lorries operating in the county.</p>	
Directional signing	<p>Is used to recommend routes for drivers of HGVs. These are often put in place to direct drivers to large freight generators such as industrial estates, factories, distribution centres etc.</p>	

To complement and aid enforcement of these restrictions, Lorry Watch was set up as a joint project between KCC, Kent Police and local communities. Local residents are empowered to record the details of large freight vehicles using restricted routes with a weight, height or width restriction. Residents are provided with temporary signage and high-visibility jackets and organise themselves to collect vehicle details which are then passed onto the KCC Freight Officer. This officer records details and uses the registration numbers to obtain the contact details of British vehicles and where a single company or vehicle is observed more than once the company is contacted. The company is subsequently asked about their business in the area. If they are breaching a restriction then they are warned against further use of the route. Where a company has legitimate business in the area this is fed back to the local community. If the company does not have a valid reason for using a restricted road and is caught flouting a restriction repeatedly the KCC Freight Officer will work with Kent Police and KCC Trading Standards to work towards a prosecution through the courts. Examples of schemes in the county include Smarden, Sandwich and Westerham. The scheme has proved popular with local communities since being implemented in 2012 with mainly positive feedback from the Parish Councils where the schemes have deterred HGV

use. It must be noted that enforcement action cannot be taken against foreign registered vehicles however the KCC Freight Officer or Kent Police can get in contact with the company if possible to warn them of using restricted roads. There have recently been a few schemes added

to allow Lorry Watch to take place on roads which do not have a legal restriction but are deemed as unsuitable for HGVs. In these cases firms can still be contacted and advised to use alternative routes however there is no scope for any legal enforcement in these cases.



5. To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic

KCC acts as a statutory consultee to the district planning authorities. The Development Planning Team within KCC comment on the highway and transportation implications of planning applications to recommend acceptance, modification or raise objection. When assessing planning applications such as housing or industrial applications KCC can recommend that planning conditions are added to planning consents or make sure legally binding agreements are entered into by developers which can include mitigation measures for freight movements. These conditions/agreements can be used for the construction and or operational phases of the site. Such conditions are made to minimise any impact on the physical road network as well as surrounding properties.

New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures. Applications with a large volume of lorry movements such as distribution centres or freight.

interchanges will produce Freight Management Plans outlining how movements will be monitored and potential issues mitigated.

As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the strategic road network, having regard for the preferred freight routeing. When planning applications for developments are submitted, their accesses are assessed for road junction widths and visibility suitable for deliveries and collections by HGVs. If an application is inappropriate then an objection may be made, a planning condition imposed or KCC may work with the developer to reach a mutually agreeable solution. This could include, for example, upgrading a junction to accommodate large vehicles under a Section 278 Agreement.

During the construction phase of any development a legal agreement or condition can be used to secure a Construction Management Plan that designates lorry routes that construction traffic is obliged to use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers. Construction Logistics Plans are another tool used to manage deliveries to construction sites for example by

consolidating materials into fewer lorry loads or more appropriate vehicles for a certain location.

KCC now monitors applications for Goods Vehicle Operator Licences which are made to the Traffic Commissioner. The Traffic Commissioner for the South East Traffic Area determines applications for Operator's licences. An O licence is the legal authority needed to operate goods vehicles in Great Britain and determines if vehicles can be kept on a particular site. An edited version of the fortnightly "Applications and Decisions" document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with district partners. The O licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety of the highway at the point of access to the site; and secondly, on environmental grounds such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, and if possible withdraw the objection.

Glossary of Terms

Agency Agreement

One organisation (agent) is authorised by another (principal) to work on their behalf.

Bifurcation of Port Traffic

Splitting port bound traffic between the M20/A20 and M2/A2 corridors to relieve congestion.

Department for Transport (DfT)

The Government department with responsibility for transport strategy across England and some matters in Scotland, Wales and Northern Ireland that have not been devolved.

Connected Corridor

An in-vehicle, vehicle to vehicle and vehicle to infrastructure technology used through the provision of Wi-Fi. Integrated traffic and travel data is gathered to allow communication to warn vehicles of road works and breaking ahead.

Construction Management Plan

A plan put in place to help developers to minimise the impact of their construction on the surrounding community both for the construction onsite and the transport arrangements servicing the site.

Dover Traffic Assessment Project (TAP)

A measure to hold port bound traffic on the A20 to prevent queueing in central Dover during busy periods. Dover TAP is a rolling queue of freight vehicles and can hold over 220 at a time.

Freight

Goods or produce being transported by road, rail, air or pipeline.

Freight Journey Planner

A free online tool specific for HGVs to allow drivers to plan the most effective routes within Kent whilst avoiding height width and weight restricted roads and roads unsuitable for their use. The tool also highlights parking, stopping and fuel stations across the county.

Freight Management Plans

Identify measures to monitor and minimise the impact of road freight from a proposed development on the surrounding highway network. These plans outline aims and objectives of how these mitigation measures can be achieved.

Freight Transport Association (FTA)

A trade association representing the transport interests of companies transporting goods by road, rail, sea and air.

Heavy Goods Vehicle (HGV)

A general term used to refer to lorries both articulated and rigid over 7.5 tonnes maximum gross weight. The term does not apply to buses, coaches or agricultural vehicles.

HGV Road User Levy

A time based charge on HGVs using public roads in the UK. It applies to all vehicles weighing over 12 tonnes.

Highways England

The Government company charged with operating, maintaining and improving England's motorways and major A roads.

Highway Authority

An organisation responsible for the roads, including the maintenance thereof and regulation of development affecting the highway network.

Kent County Council (KCC)

Responsible for many local services throughout Kent. KCC is the Highway Authority for all roads in Kent except the motorway and trunk roads.

Local Road Network

All roads excluded from the strategic road network and managed by the highway authority; in Kent this is Kent County Council. This includes some "A" class roads (sometimes called the primary network) "B" classed roads and all other local roads.

Local Transport Plan 4 "Delivering Growth without Gridlock"

Local Transport Plans are forward-looking plans which set out achievable objectives and ways in which these objectives will be met. Each County Council is required to create a Local Transport Plan which identifies the key transport priorities for the county.

Lorry Watch

A scheme originally intended to identify the contravention of weight limits using local volunteers to record vehicles entering the restricted area. The scheme is flexible enough that it could be extended to other lorry issues.

New Lower Thames Crossing

The potential construction of a new lower Thames crossing to the east of Gravesend to link Kent with Essex. The proposed crossing would relieve congestion from the Dartford Crossing whilst improving network resilience and enabling opportunities for regeneration.

Off-site Lorry Parking

This includes parking in lay-bys and industrial estates (not on operator premises) i.e. areas that are not designated truckstops.

On-site Lorry Parking

Designated lorry parking in truckstops, services and operator premises.

Operation Kindle

A multi-agency response to unsafe, illegal and antisocial parking of HGVs in Kent. The operation was trialled in Ashford Borough and then rolled out across Kent. Operation Kindle is run by Kent Police and Kent Highways and moves lorries on from motorway hard shoulders and other unsafe locations.

Operation Stack

The processes of parking, or stacking lorries along stretches of the M20 when disruption at the Port of Dover or Channel Tunnel prevents them crossing the channel.

Operator Licence (O Licence)

Applications for Goods Vehicle Operator Licences are made to the Traffic Commissioner. These relate to sites from which HGVs operate and are based.

Road Haulage Association (RHA)

The industry body representing the interests of road hauliers and associated businesses.

Ro-Ro Berths

Roll-on/Roll-off ships are vessels that carry wheeled cargo such as cars and lorries but are usually used for unaccompanied trailers.

A Ro-Ro berth is an area which allows these vessels to dock.

Satellite Navigation (Sat Nav)

A system whereby satellites provide time signals to enable small receiver devices to pinpoint their position (latitude, longitude and altitude), usually accurate to within 15 metres. A route is calculated based on a navigable map, which includes attributes such as speed and weight restrictions and gives roads a weighting based on these attributes. The map can either be stored on the device or remotely, in which case mobile phone reception is required.

Section 278 Agreement

Allows a developer to carry out works to the public highway after planning permission is granted for a development. Improvements can include new junctions, roundabouts and extensions to footways.

Strategic Road Network

Motorway and major "A" classed roads (trunk roads) that are managed by Highways England. These roads are recommended routes for road haulage.

Transshipment

Shipment of goods or containers to an intermediate destination before being transported onto a further destination.

Transport Assessment

A comprehensive review of all potential transport impacts of proposed developments with an agreed plan to mitigate any adverse consequences.

Unaccompanied Trailers

The rear sections of articulated HGVs that are shipped over sea without being accompanied by a tractor unit/driver.

Unitary Council

A local authority with a single tier structure and is responsible for all local government functions within its area.

Vignette

A road pricing mechanism imposed on specific vehicles based on the period of time the vehicle is travelling in a particular area.

Working Time Directive

A European Union directive to protect the health and safety of workers. It lays down minimum requirements in relation to working hours, rest periods and annual leave.

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5. Department for Transport, Transport Statistics 2015
6. Department for Transport, Statistical Release RoRo Statistics 2016
7. Freight Transport Association, Logistics Report 2016
8. Department for Transport, Drivers' Hours 2016
9. Kent County Council, Operation Stack Announcement 2016
10. Kent Police, Operation Stack 2016
11. Freedom of Information Request 2017

Alternative Formats

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