



► Roads EU Exit – Operation Brock





Traffic Management in Kent for Brexit

- Previously when cross-channel freight services were interrupted, lorries were queued on the M20 in Operation Stack. 31 days deployment in summer 2015; peak queue of approx. 5,700 lorries.
- This resulted in major traffic problems in Kent adversely affecting local communities and businesses in Kent.
- The queue could peak at an estimated 8,500 HGVs.
- New plans have been developed to keep the M20 open in the face of future disruption.





Operation Fennel

- ▶ Operation **Fennel** is the multi-agency Kent Resilience Forum response to adverse volumes of traffic disrupted while trying to leave via the port of Dover and/or Channel tunnel.
- ▶ Sitting underneath that we have:
 - ▶ Operation **Brock** – the plan designed to manage and store HGV traffic in Kent, while keeping the M20 open
 - ▶ Operation **Perch** – the plan to deal with non-freight traffic
 - ▶ Operation **Stack** – no longer the preferred solution, but might still be deployed if needed
- ▶ Operational decisions for **Fennel** are for the Gold Command of the Operation Fennel Strategic Coordination Group



Phases of Operation Brock

▶ **Dover Traffic Assessment Protocol (TAP)**

Phase 1 - Mild disruption.

▶ **Contraflow Queuing System on M20 (J8-J9)**

Phase 2. - Non-freight traffic travelling via contraflow.

▶ **Manston Airport HGV-Holding Facility**

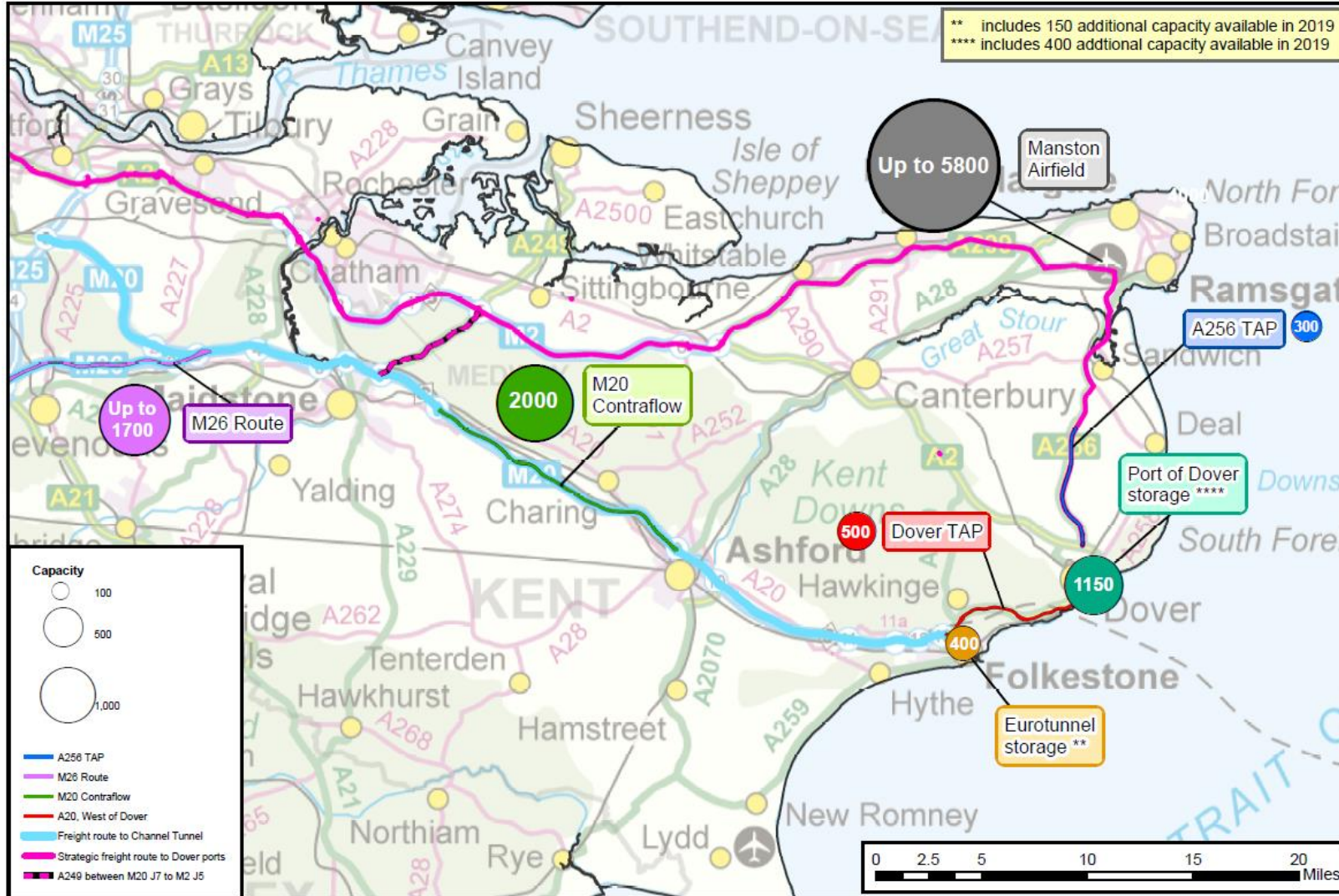
*Phase 3 – Port of Dover freight only.
Eurotunnel freight continues on M20 J8-9.*

▶ **M26 Queuing System**

Phase 4 – Eurotunnel freight only.



Operation Brock Map





Dover Traffic Assessment Protocol (TAP)

► What It Is

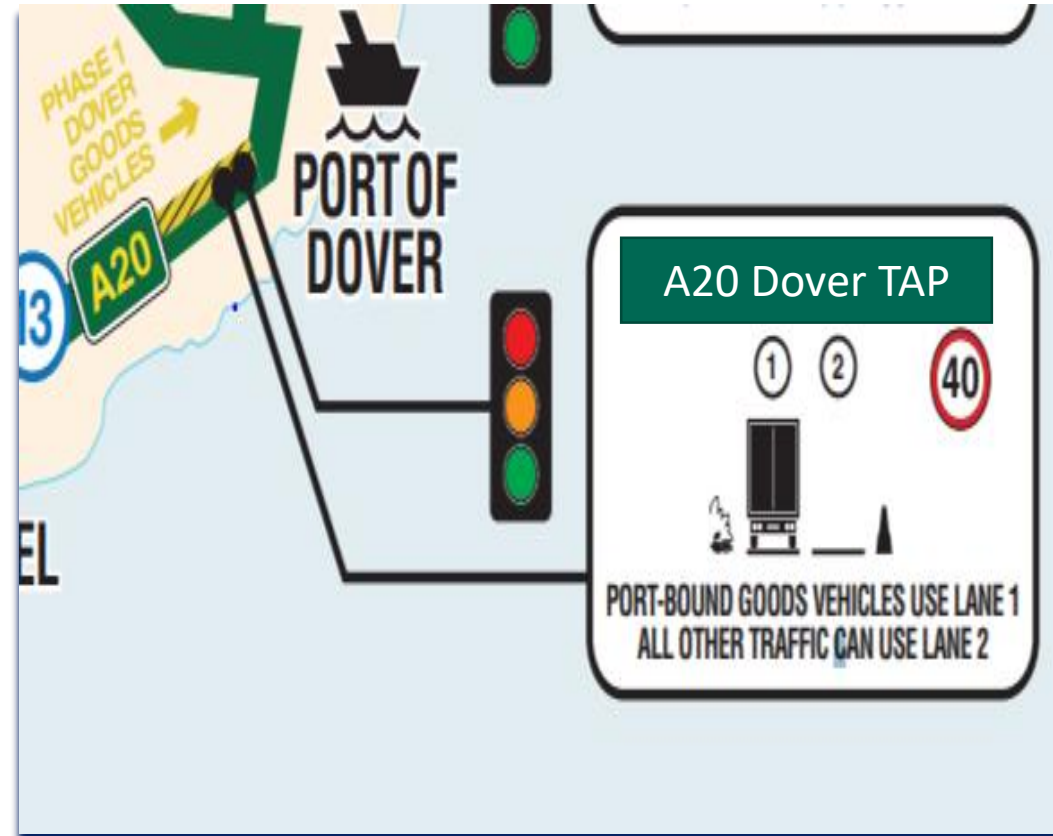
First measure in HGV traffic management, used over 350 times since its 2015 introduction to manage any mild disruption to flow of traffic to Dover port area. Effective in reducing need to activate Operation Stack, alleviating day-to-day congestion.

► How It Works

Uses one lane of the A20 dual carriageway to queue trucks heading towards the port of Dover. Controlled by traffic signals operated by the Port of Dover Police.

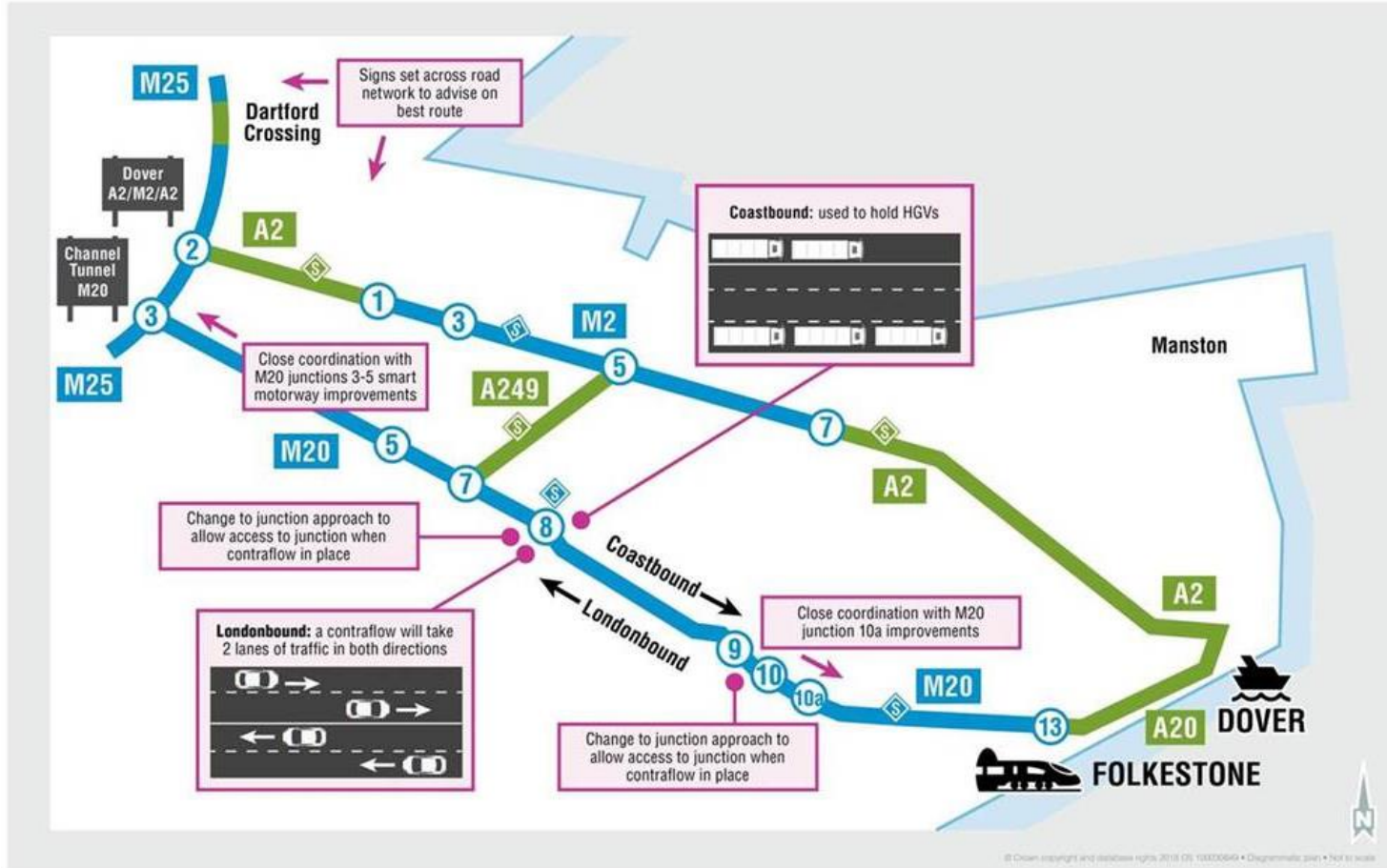
► Holding Capacity

Approx. 500 HGVs.





Contraflow Queuing System M20 J8 to J9



How It Works - Coastbound carriageway of M20 between J8 & J9 available to port-bound freight only. London bound carriageway between J8 and J9 to be used in both directions by all other traffic.
Holding Capacity - Approx. 2,000 HGVs.



Contraflow Queuing System M20 J8 to J9

The images below show the contraflow in March 2019 under 'active' state.





Manston Airport HGV-Holding Facility

► What It Is

Whilst Manston is not ideally located, it is the only site of its size in Kent that offers a large capacity lorry-holding facility. It is a better alternative to closing the M20 in both directions.

► How It Works

It is a dormant airfield that stands ready to be put into service in the event that it is needed. The department has a Parking Service Agreement with the owners.

► Holding Capacity

Approx. 5,800 HGVs

► HGV Destination

Port of Dover traffic only.





M26 Temporary Queuing System

► What It Is

A further HGV holding area on the length of the M26 motorway.

► How It Works

It will only be deployed as last resort to ensure the M20 can be kept running in both directions.

► Holding Capacity

Approx. 1,700 HGVs.

► HGV Destination

Eurotunnel. If all phases of Brock are used then Manston is used for the Port of Dover HGV traffic and the M20 and M26 for Eurotunnel traffic.





Operation Perch

▶ What It Is

Op Perch is the part of Op Fennel that deals with non-freight traffic management which includes tourist, coach, and local traffic.

▶ How It Works

Perch plans **do not include queue management** in the same manner as Brock does for freight.

Various welfare provisions may be triggered once traffic has been queuing for **at least 4 hours** and tourist vehicle welfare is assessed to be at risk (this threshold may change depending on the location of the incident and other risks, such as weather).

▶ Welfare Provision

Given the risks associated with delivering welfare provision on the Highway, Operation Perch plans have been designed to highlight to the travelling public the **locations where welfare provision can be sought (e.g. toilets)**.

Focal points will include large supermarkets, service areas and fuel stations within a mile radius from major junctions to minimise disruption to local neighbourhoods.

Welfare provision may include: water, sanitation, food and blankets to those most in need.



Questions?