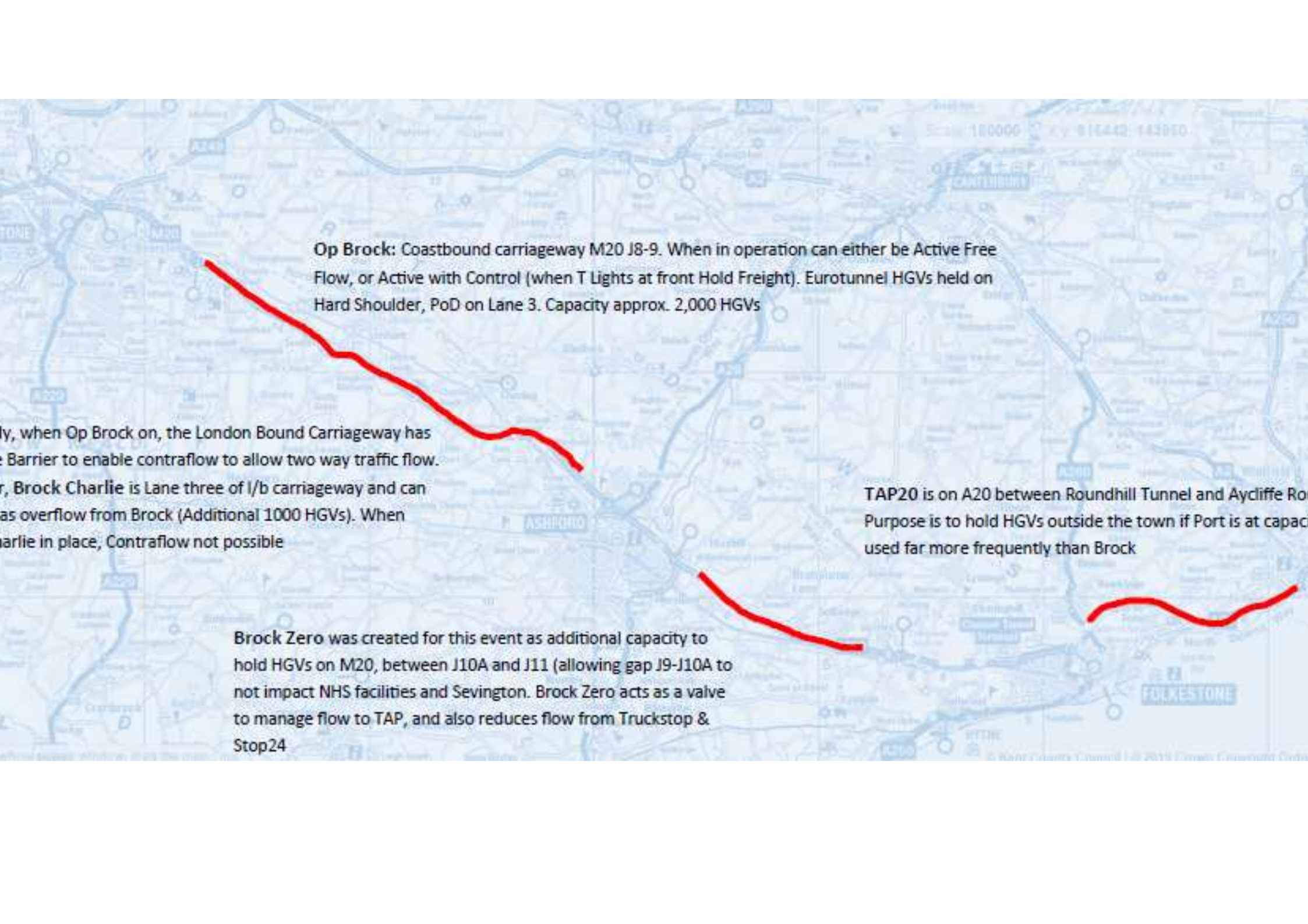




EASTER GETAWAY REVIEW



Op Brock: Coastbound carriageway M20 J8-9. When in operation can either be Active Free Flow, or Active with Control (when T Lights at front Hold Freight). Eurotunnel HGVs held on Hard Shoulder, PoD on Lane 3. Capacity approx. 2,000 HGVs

ly, when Op Brock on, the London Bound Carriageway has
e Barrier to enable contraflow to allow two way traffic flow.
r, Brock Charlie is Lane three of I/b carriageway and can
as overflow from Brock (Additional 1000 HGVs). When
Charlie in place, Contraflow not possible

TAP20 is on A20 between Roundhill Tunnel and Aycliffe Ro
Purpose is to hold HGVs outside the town if Port is at capac
used far more frequently than Brock

Brock Zero was created for this event as additional capacity to
hold HGVs on M20, between J10A and J11 (allowing gap J9-J10A to
not impact NHS facilities and Sevington). Brock Zero acts as a valve
to manage flow to TAP, and also reduces flow from Truckstop &
Stop24

The beginning

- P&O sack staff 17th March
- 3 P&O Ferries not running lost of 50% Port capacity
- Strategic decision to implement Op Brock
- National Highways install Op Brock 22nd March
- Note: DFDS and Irish Ferries increased vessel availability over event but port capacity remains circa 30% down



31st March – 1st April

31st March – Storm in Channel

- 2 Ferries out of action



1st April

- Snow and ice
- HMRC GVMS System issues
- TAP full, Roundhill Tunnel Closed
- Freight and Tourist traffic heavy
- Brock Active with Control
 - 900 HGVs at 08:30
 - 1400 HGVs at 12:00





Saturday 2nd April

- Emergency Tactical meeting 03:30
- Dover town Congested
- Brock Charlie deployed
 - Contraflow suspended
 - Up-and-over M20 Junction 8 implemented
- Brenley Corner Traffic Management implemented
- A2 Whitfield Traffic Management implemented

3rd April onwards

- Sunday 3rd Dover town moving and controlled
- Monday 4th Eurotunnel train failed
- Tuesday 5th Increase in Freight numbers, Roundhill closed
- Wednesday 6th Brock Zero initiated, Jubilee Way closed
- Brock, Brock Zero and TAP controlling flows to portals
- Thursday 14th Decision to de-escalate, remove Brock Zero
- Saturday 16th Traffic flowing, no controls



Operational Issues

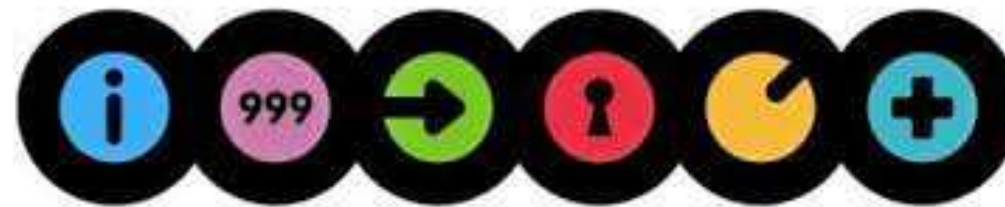
- Resource
 - Kent Police resource taken from BAU
 - National Highways no additional resource
 - CSAS accredited traffic management
- Welfare
- Litter
- Local resident and Kent Economic impact
- Accelerated dilapidation of local roads
- Off road lorry holding - Manston
- Data
 - Lack of accurate analytics



Summary

- Whilst Easter disruption was the result of a number of factors, namely
 - P&O
 - Weather
 - Tourist traffic
 - HMRC systems
 - Additional Customs checks
- The Kent Resilience Forum worked as one team to Keep Kent Moving and to try to mitigate the impact to Kent communities.
- Well over 100,000 HGVs were moved.
- Around a quarter of a million tourists made their journeys across the Channel with minimal disruption.
- Operation Brock remains exceptionally disruptive both locally and nationally. It is limited in its capacity, remains resource intense and is a sub-optimal on road solution.
- The frequency of disruptive events remains likely and so these incidents will continue to happen.

Kent Resilience Forum



PREPARING FOR EMERGENCIES IN KENT AND MEDWAY

Next Steps

- Short term:
 - Kent Resilience review of the Easter getaway
 - Update of the Fennel Plan
 - Need to establish improved data and analytics
 - Strengthen traffic compliance options
- Medium term:
 - Milestones for year ahead – 7 potentially key events
 - Brock barrier extension
 - Local highway control points
 - Infrastructure improvements
 - Lorry holding capacity
- Longer term
 - Lobby Government for National Plan and funding for local resilience infrastructure
 - Further HGV holding areas – in/out of Kent
 - Connected truckstops
 - Smart borders
 - Access to Dover
 - Brenley Corner improvements

