

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

David Brazier - Cabinet Member for Environment and Transport

DECISION NO:

14/00055

For publication

Subject: Lorry Park Network (Phase 1)

Decision: As Cabinet Member for Environment and Transport I agree that:

- a) the Council's previous proposal to address the impacts of Operation Stack through the construction of one large scale lorry park at Aldington as set out in "Growth without Gridlock" (December 2010) is not pursued;
- b) the site off the M20 Junction 11 at Westenhanger is the preferred location for the construction of a lorry park as the first phase of the delivery of a network of lorry parks across Kent;
- c) scheme development work to take forward the delivery of this preferred site be progressed immediately in conjunction with KCC Property and Infrastructure Group including necessary officer or member decisions, dependent on the particular governance requirements, regarding land acquisition and securing planning consent for the project;
- d) two strands of work, one on HGV parking enforcement and the other on HGV signing in the event of Operation Stack being called, be progressed in parallel with the development work to deliver the first lorry park, and;
- e) consideration of progressing a second lorry park site as part of the network of sites across the county with a view to delivering this second lorry park within the next 5-6 years is brought back to Cabinet Committee at the appropriate time.

Reason(s) for decision:

Decision required to establish agreed way forward in tackling the affects of inappropriate overnight lorry parking and Operation Stack and to enable project delivery to progress to next phase of work including land acquisition, public consultations, feasibility and detailed design, and further development work to produce a planning application and associated supporting documents for proposed lorry park.

Cabinet Committee recommendations and other consultation:

Any alternatives considered:

1.1 Alternatives considered include the delivery of one largescale lorry park sufficient to cater for Operation Stack by providing in excess of 2,000 HGV parking spaces. This initiative was one of the many projects identified as a priority in the Council's 20 year transport delivery plan "Growth without Gridlock" (December 2010) and a site at Aldington requiring new slip roads from the M20 between junctions 10 and 11, was identified.

Over the last two years however, in light of the national economic situation, it became evident that such a facility was unaffordable and hence undeliverable. Also, a facility on this scale catering for ad hoc occurrences of Operation Stack could not provide the economic case to attract transport capital funding from Government, nor could a viable commercial case be made that would enable the repayment of a loan funding the facility.

Prior to this consideration was given to transferring more freight onto rail to avoid HGV movements through Kent and hence reduce the need for lorry parking in the county. Issues of interoperability between UK and European rails networks and the fact that in many instances rail is only economic for freight where large quantities are being transferred from one origin to one destination, means the opportunity for such mode shift is limited, particularly in the short to medium term.

In terms of location of a smallscale lorry park that could form the first of a network of lorry parks in the county to address both inappropriate overnight lorry parking and Operation Stack, over 50 different sites were considered. An assessment process considering site suitability (planning, environmental and transport constraints) and commercial viability was applied to support the identification of a preferred site.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

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signed

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date