

Freight Action Plan for Kent County Council

Consultation Report April 2017

Freight Action Plan for Kent

Consultation draft



Have your say

Find out how we plan to reduce the impact of road freight on local communities in Kent and tell us your views on our draft plan.

Visit kent.gov.uk/freightactionplan to download a copy of the draft Freight Action Plan and fill in the online questionnaire.

Consultation closes 12 March 2017



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Executive Summary

The draft Freight Action Plan for Kent went out to public consultation for eight weeks between 16th January 2017 and 12th March 2017. The response rate was substantial for a report of this type with 538 unique responses. The high response rate may be due to the wide spread impacts of freight in Kent, media coverage including Operation Stack, coupled with the problems of inappropriately parked heavy goods vehicles (HGV) and the increase in freight volumes through Kent over the last 20 years.

Two key findings from the consultation were that 90% of respondents said that road freight has a negative impact on them/their local community and 70% of respondents said that inappropriate lorry parking has a negative impact on them/their local community. The consultation responses generally agreed with the actions set out in the plan particularly those managing the routing of HGVs away from local communities. Responses also strongly agreed with our approach to tackling the problems of overnight lorry parking in the county. The action to find a permanent solution to Operation Stack was mixed with the majority of people agreeing but a sizeable percentage strongly against the proposed solution.

Residents in particular had concerns regarding lorries parking in inappropriate places causing damage to roads and anti-social behaviour as well as concerns regarding HGVs travelling close to and through local communities causing noise and air pollution. There were two location specific issues that were raised from the consultation, 49 residents called for Junction 5 slip-roads off the M25/M26 to serve Sevenoaks and remove HGV traffic from Borough Green and the A25. 27 residents of Sutton-at-Hone/South Darenth raised concerns about HGV traffic volumes and speeds along the A225 routing this way to avoid congestion on approach to the Dartford Crossing.

Organisations, including the district councils, were generally supportive of the actions set out in the plan but a range of comments were made specific to each district. Ashford Borough for example raised their issues of illegal and inappropriate parking whereas Dartford Borough raised concerns over air quality from HGVs. We also had responses from the Freight Transport Association as well as haulage firms, Tarmac and Salvatori Group who supported the plan but called for improvements to be made for overnight parking facilities for their drivers.

The results of the consultation have been considered in detail as the plan is revised.

1. Introduction and Background

The Freight Action Plan for Kent document is a non-statutory document but has been written to both identify and look to mitigate the negative impacts of road freight in Kent. 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 and in this respect makes Kent unique in its location. The Freight Action Plan for Kent sits as a supporting document to our Local Transport Plan 4 Delivering Growth without Gridlock 2016 - 2031'.

The original Freight Action Plan was a five year plan (2012-2016), adopted in 2012 and had the vision to: *"Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future."* This latest plan incorporates a refresh of the original Freight Action Plan but brings it up to date with what we have already achieved and what we plan and continue to do to mitigate the negative impacts of road freight in Kent.

The latest Freight Action Plan includes nationally and locally important priorities such as a solution to Operation Stack and the provision of overnight lorry parking as well as looking into HGV routeing and the powers that KCC can use to reduce the negative impacts of road freight.

2. The Decision Making Process

This consultation report will be taken to Environment and Transport Cabinet Committee in June 2017 alongside the updated Freight Action Plan for Kent document and Equality Impact Assessment (EqIA) to be considered and discussed by the Committee and to be later adopted by the Cabinet Member for Environment and Transport.

3. The Consultation Process

Before the plan went out to full public consultation KCC consulted with the main stakeholder organisations of freight in Kent to gain their views on the plan. KCC engaged with; the Department for Transport, Highways England, Kent Police, the 12 District Authorities, Medway Council, the Freight Transport Association, the Road Haulage Association as well as the major freight ports in Kent: Port of Dover, Eurotunnel, Sheerness (Peel Ports), Thamesport and Port of Ramsgate. This engagement produced a number of detailed and helpful responses which allowed

the Freight Action Plan to be improved and amended and ensured the draft which went out to public consultation could be as robust as possible.

The draft Freight Action Plan for Kent was available for public consultation for an eight week period between 16th January 2017 and 12th March 2017. A few responses were submitted via email and post after the deadline but these were also accepted.

The public consultation sought to gather the views and opinions of a range of stakeholders on the draft Freight Action Plan for Kent document, including whether they agreed or disagreed with our actions and also their views on road freight and overnight parking. All consultation documents were available online and hard copies could be provided if requested.

4. Stakeholder Identification

There are a number of stakeholders involved in road freight movements throughout Kent. Department for Transport, Highways England and Kent Police are all Public Sector Organisations which have different roles for regulating and facilitating freight movements in the county. Districts and Borough Councils within Kent play key roles in granting planning permissions, parking enforcement and managing Air Quality Management Areas (AQMAs). Other identified stakeholders were neighbouring local authorities (Medway, Thurrock, Surrey), Parish and Town Councils, international gateways (Port of Dover, Eurotunnel, Port of Sheerness), road freight operators (Freight Transport Association, Road Haulage Association, hauliers based in Kent), Environmental Organisations (Natural England, Kent Wildlife Trust) and residents who currently run Lorry Watch schemes in the county.

KCC has a consultation database (www.kent.gov.uk/consultations), which enables users to register for alerts about consultations that might be of interest to them. Those who had expressed a relevant interest were notified by email that the Freight Action Plan for Kent consultation was launching.

5. Promotion – Publicity

A range of promotional activities were undertaken to publicise the consultation to reach a diverse range of stakeholders:

- A press release was issued at the launch of the consultation and was picked up by three newspapers, BBC Radio Kent and Kent Online:

Date	Media outlet	Headline
10 th Jan	BBC Radio Kent	“Lorry parks plan, plus more”.
11 th Jan	Kent Online	“Lorry park plans depend on government making parking in laybys illegal: County Transport Chiefs”.
27 th Jan	Kent on Sunday	“Highways chiefs considering intelligently placed small lorry parks to combat illegal parking across Kent”.

30 th Jan	Hawkinge Gazette	"KCC plans to holt illegal lorry parking on Kent roads".
2 nd Feb	Dover Mercury	"Action to tackle illegal lorry parking".

- An invitation was sent to 4,295 members of the KCC consultation database.
- Copies of the draft action plan were sent to 39 libraries and all gateways/district council offices.
- The consultation was promoted via a banner on the kent.gov.uk homepage, linking through to the Freight Action Plan for Kent consultation page www.kent.gov.uk/freightactionplan.
- KCC's social media channel via twitter was used. 8 tweets were published, shown below.

Date	Content	Likes	Retweets	Clicks	Mentions
16 th Jan	Have your say on our Freight Action Plan. Public consultation opens today, tell us your views.	4	10	33	1
29 th Jan	Tell us your views by 12 th March on our plan to reduce the impact of road freight in Kent.	3	10	42	8
6 th Feb	Have your say on our Freight Action Plan. Complete our questionnaire here. #freightactionplan	0	2	16	1
18 th Feb	Tell us what you think of our plans to improve the management of freight traffic in Kent.	1	8	53	2
24 th Feb	We want to hear the opinions of Kent residents and businesses on our Freight Action Plan. #freightactionplan	0	3	12	0
5 th Mar	There's one more week to give us your comments on our plans to lessen the negative impacts of road freight in Kent.	0	6	40	0
12 th Mar	Deadline for comments on KCC's Freight Action Plan is 5pm today. Have your say by completing our questionnaire.	0	3	22	0
12 th Mar	Tell us what you think. Deadline for comments on Kent's Freight Action Plan is 5pm today.	0	2	5	0

- Direct email was sent to the identified stakeholders at the launch of the consultation.
- Direct email was sent to the Kent Association of Local Councils and also separately to all parish councils in Kent.

- A presentation was given at the Freight Transport Association’s South East Freight Council which is attended by their members in the south-east region.
- Promotion to KCC staff through the intranet homepage, articles in staff newsletters and on building information screens.

6. Accessibility

- The consultation documents and questionnaire were available online for people to view and respond to. Hard copies were available on request and all promotional materials included details of how these could be requested.
- A Word version of the plan was available to ensure that the document was accessible to consultees using audio transcription software
- Key Document Downloads:

Key Document Downloads	Number of Downloads
Freight Action Plan consultation draft (pdf)	1,040
Freight Action Plan draft text only version (word)	153
Equalities Impact Assessment (pdf)	121
Equalities Impact Assessment (word)	105
Questionnaire (word)	452

- Hard copies were available in 39 libraries, all gateways and district council offices across Kent shown below:

County Hall, Maidstone	Ashford Library
Ashford Borough Council	Birchington Library
Ashford Gateway	Borough Green Library
Canterbury City Council	Broadstairs Library
Dartford Borough Council	Canterbury Library
Dover District Council	Cheriton Library
Dover Gateway	Cliftonville Library
Gravesham Borough Council	Coldharbour Library
Gravesham Gateway	Cranbrook Library
Maidstone Borough Council	Dartford Library
Maidstone Gateway	Deal Library
Sevenoaks District Council	Dover Library
Sheppey Gateway	Faversham Library
Swale Borough Council	Folkestone Library
Thanet District Council	Gravesend Library
Ton & Mall Borough Council	Herne Bay Library
Tonbridge Gateway	Hythe Library
Tun Wells Borough Council	Larkfield Library
Tunbridge Wells Gateway	Madginford Library
Allington Library	Maidstone Library
	Margate Library

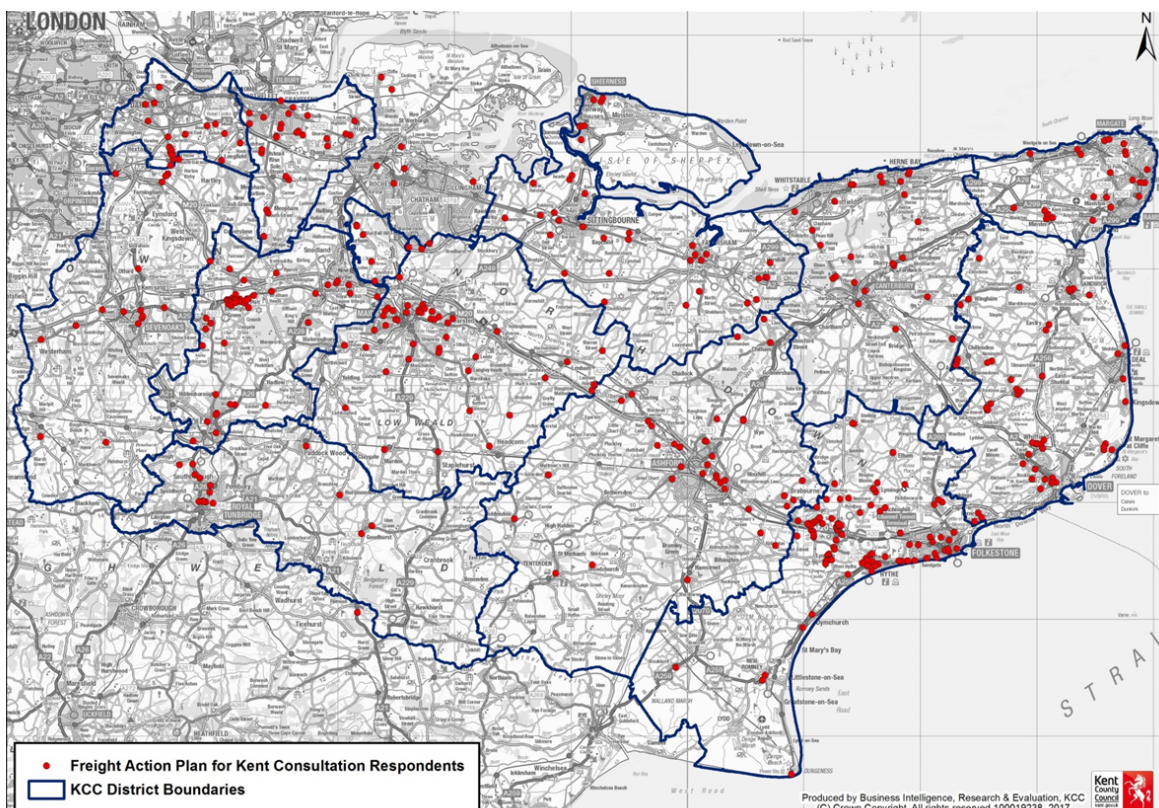
New Ash Green Library
 New Romney Library
 Newington Library
 Paddock Wood Library
 Ramsgate Library
 Sandwich Library
 Sevenoaks Library
 Sheerness Library
 Sittingbourne Library

Southborough Library
 Swalecliffe Library
 Swanley Library
 Tenterden Library
 Tonbridge Library
 Tunbridge Wells Library
 West Malling Library
 Whitstable Library

7. Respondents

In total, 538 people and organisations responded to the consultation, of which 71 were hard copies, letters and emails. There were a number of geographical locations that had a large proportion of residents responding from. 97 residents from Stanford, Lympe, Sellinge and the Hythe area responded to consultation with the majority objecting to the Operation Stack proposal at Junction 11. 43 residents from Borough Green and Ightham responded to the questionnaire calling for east facing slip roads to be built at Junction 5 of the M25 to prevent HGVs having to travel along the A25 to access Sevenoaks. Finally 27 residents from Sutton-at-Hone and South Darent highlighted the large number of HGVs using the A225 to avoid queues on the M25 on approach to the Dartford Crossing.

The spread of responses from residents and Parish Councils is shown on the map below:



Respondent profile: Responding on behalf of...

	No. of responses	Percentage
Yourself as an individual	397	74%
A local community group or residents association	12	2%
A Parish/Borough/District Council in an official capacity	89	16%
A charity, voluntary or community sector organisation (VCS)	9	2%
A Trade Association	2	0%
A Business	11	2%
Other	18	3%

Respondent profile: Gender

Gender	Respondents	Kent Population
Male	56%	49%
Female	44%	51%

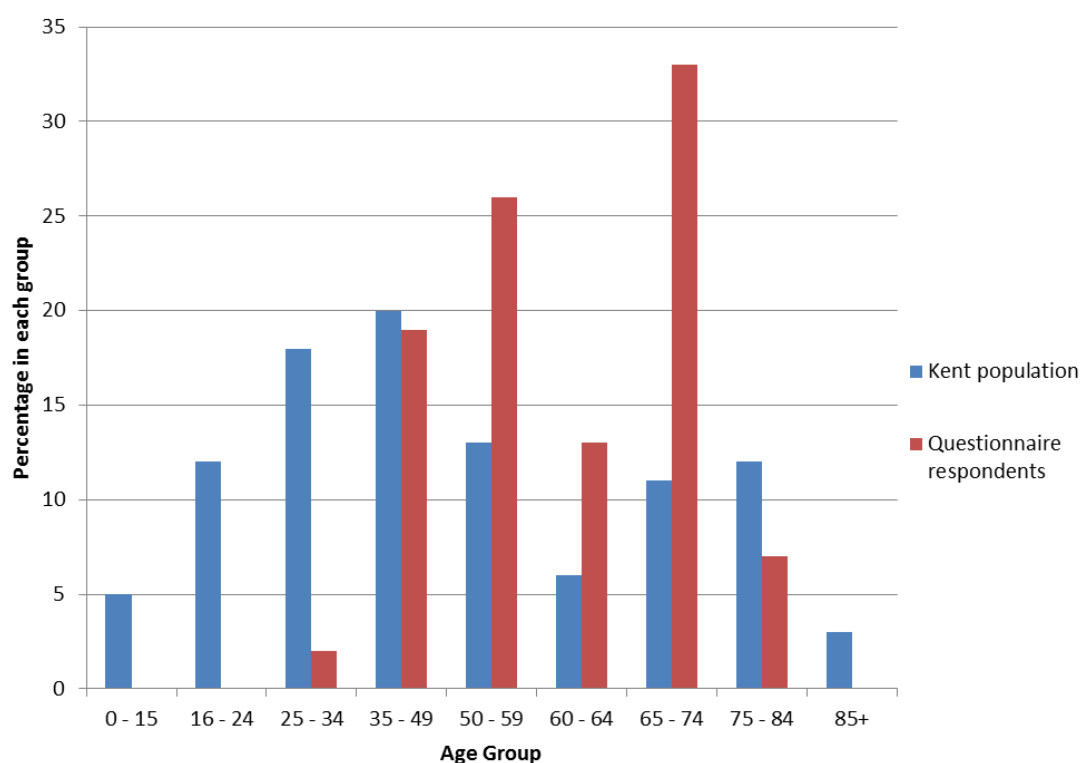
These results show that there was generally an even spread of males and females responding to the consultation.

Respondent profile: Disability

Disability	Respondents	Kent Population
Yes	6%	18%
No	94%	82%

These results would indicate that of the residents who responded to the questionnaire, people with disabilities were underrepresented.

Respondent profile: Age



The data showed that the average age of respondents was 60 year old. There was a large underrepresentation of younger people in the 0-15, 16-24 and 25-34 age groups. Conversely, there was a large overrepresentation of older people responding to the consultation in the 50-59, 60-64 and especially 65-74 age groups. This is typical of consultation respondents who tend to be older.

Respondent profile: Ethnicity

Ethnicity	Respondents	Kent Population
White British	95%	89%
White Irish	1%	<1%
White Gypsy/Roma/Traveller	0%	<1%
White Other	3%	4%
Mixed White and Black Caribbean	<1%	<1%
Mixed White and Black African	0%	<1%
Mixed White and Asian	0%	<1%
Mixed Other	0%	<1%
Asian or Asian British Indian	1%	1%
Asian or Asian British Pakistani	0%	<1%
Asian or Asian British Bangladeshi	0%	<1%
Asian or Asian British Other	0%	1%
Black or Black British Caribbean	0%	<1%
Black or Black British African	0%	<1%
Black or Black British Other	0%	<1%
Arab	0%	<1%
Chinese	0%	<1%

In general, the response rates from different ethnic groups are broadly representative of the Kent population as a whole.

Respondent Profile: Organisations

There were 12 questionnaire responses submitted on behalf of district/borough and neighbouring councils, 77 from Parish/town councils and 48 from businesses and other organisations. The organisations that responded to the consultation and the stakeholder pre-consultation engagement are outlined below:

District/Borough/Neighbouring Councils

Ashford Borough Council	Shepway District Council
Canterbury City Council	Surrey County Council
Dartford Borough Council	Swale Borough Council
Dover District Council	Tonbridge and Malling Borough Council
Essex County Council	Tunbridge Wells Borough Council
Gravesham Borough Council	
Medway Council	

Parish and Town Councils

Adisham Parish Council
Aylesford Parish Council
Barming Parish Council
Bean Parish Council
Bobbing Parish Council
Borden Parish Council
Borough Green Parish Council
Boxley Parish Council
Brasted Parish Council
Bredhurst Parish Council
Chiddingstone Parish Council
Chilham Parish Council
Collier Street Parish Council
Dover Town Council
Dunkirk Parish Council
Edenbridge Town Council
Eythorne Parish Council
Goudhurst Parish Council
Guston Parish
Harbledown and Rough Common
Parish Council
Horsmonden Parish Council
Horton Kirby and South Darent
Parish Council
Hothfield Parish Council
Hythe Town Council
Ightam Parish Council
Iwade Parish Council
Kent Association of Local Councils
Kings Hill Parish Council
Leybourne Parish Council
Loose Parish Council
Lympne Parish Council
Lynsted and Norton Parish Council
Marden Parish Council
Meopham Parish Council
Minster Parish Council
Monks Horton Parish Council
Monkton Parish Council
New Romney Town Council
Nonnington Parish Council
Ospringe Parish Council
Paddock Wood Town Council
Platt Parish Council
Plaxtol Parish Council
Postling Parish Council
Preston Parish Council
Queenborough Town Council
Sandwich Town Council
Sellindge Parish Council
Shipbourne Parish Council
Shorne Parish Council
Smerden Parish Council
Southborough Town Council
St Margaret's at Cliffe Parish Council
Stanford Parish Council
Sturry Parish Council
Sutton-at-Hone and Hawley Parish
Council
Teston Parish Council
Tilmanstone Parish Council
Ulcombe Parish Council
Westerham Town Council
West Malling Parish Council
Westwell Parish Council
Whitfield Parish Council
Wilmington Parish Council
Wingham Parish Council
Wouldham Parish Council
Wrotham Parish Council
Wye and Hinxhill Parish Council

Businesses, Organisations and Community/Voluntary Sector Groups

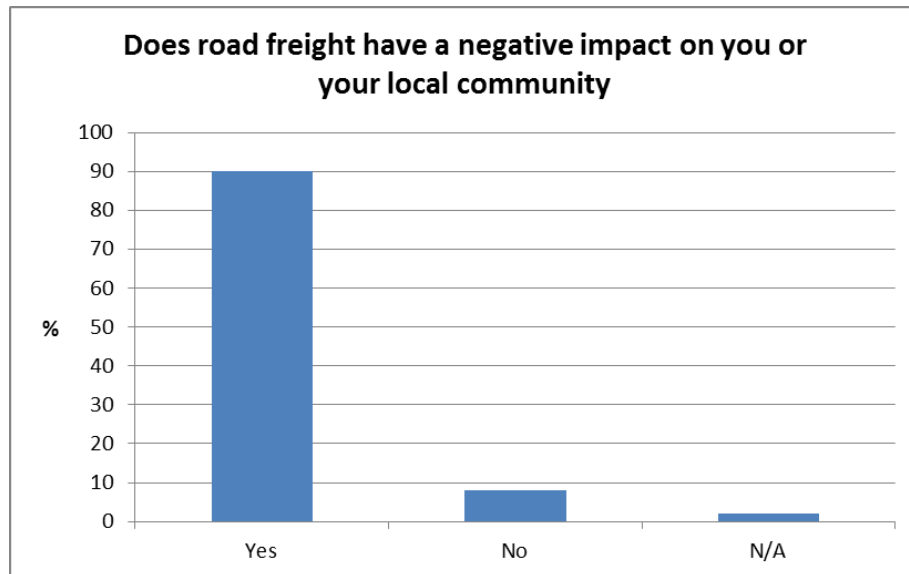
Air Quality Management Area Groups in Swale (AQMA)	Port of London Authority
Alliance of British Drivers	Protem HGV
Bean Residents Association	Rail Freight Plus
British Horse Society	Railfuture
Chartered Institute of Logistics and Transport (CILT)	Railfuture (Freight Group)
Confederation of Passenger Transport UK	Road Haulage Association
CPRE Kent	Salvatori Group
CPRE Kent - Dartford and Gravesham Branch	Sellindge and District Residents Association
Dover Innovation Centre	Shepway Environment and Community Group
Environment Agency	Shepway District Council – UKIP Group
Faversham Society	South Cheriton Action Group
Freight Transport Association	Smarter Solutions to Alternatives to Operation Stack (SOS)
Henry Boot Developments Ltd	Southborough Residents Group
Highways England	South Maidstone Action for Roads and Transport (SMART)
High Weald Area of Outstanding Natural Beauty (AONB)	St Peters and St Paul's Pre School, Ditton
Historic England	Stewart Fraser Ltd
Kent Downs AONB	Swale Borough Council Air Quality Management Steering Group
Kent Police	Swale Borough Council/Mid Kent Environmental Health
Kent Wildlife Trust	Tarmac Trading Ltd
Mantis Motorcycling	Tonbridge and Malling Green Party
Natural England	Tunbridge Wells Bicycle Users Group
No Night Flights	
North Willesborough Community Forum	
Port of Dover	

8. Consultation Responses – Questionnaire Analysis

This section will analyse the results of each question from the consultation questionnaire. To note this analysis will only take into account questionnaire response submissions not written responses to the questionnaire.

8.1 Question 3: *Does road freight traffic have a negative impact on you/your local community?*

The overwhelming majority of respondents said that road freight has a negative impact on them/their local community. 90% of the respondents answered 'yes' to this question.



There were 512 responses to this question and of these 427 provided written comments to the question. A number of different issues were brought up in the comments section with some common trends emerging.

155 respondents were concerned and angered by HGVs using unsuitable routes through villages, comments included:

"There has been a marked increase in incidents where HGVs attempt to drive down long single-track rural lanes, causing unnecessary disruption when they meet oncoming traffic."

"Hunton Hill, Yalding Hill and Dean Street are regularly blocked because drivers choose to take a short cut and get stuck or damage cars."

"Our roads were not designed for 30-40 tonne lorries. Should a beautiful medieval village such as Goudhurst really have 40-tonne Bulgarian and Romanian lorries crawling through it?"

152 respondents raised concerns of HGVs damaging road surfaces and verges, comments included:

"The constant battering of the road surface and lack of maintenance are making East Kent worse than a third world country."

"When freight goes down inappropriate lanes it runs over the verges, knocks down signs, gate posts, and erodes banks."

"Damage to road surfaces. Damage to pavements. Damage to verges."

129 respondents were upset about HGVs parking in their local area. Comments included:

“Lorries are always parked in awkward places during the day and overnight and leave rubbish and toilet waste behind.”

“Lorries parked overnight and for long periods in the lay by near our home is anti-social, polluting and a detriment to our neighbourhood.”

“Parking carelessly in lay byes with part of the vehicle left in the carriageway all night with no lights displayed.”

93 respondents raised air quality concerns over road freight travelling close to residential areas. Comment included:

“There are Air Quality management areas in four places where the pollution from traffic builds up to a level that is toxic to human and plants. The impact of this is that people die earlier than they should and suffer lung and cardiac issues.”

“They are also the major source of pollution in our village which often exceeds the targets set by the EU, in terms of CO₂ and NO₂, not to mention the particulates they are dispensing into the atmosphere to block out the sun.”

46 respondents raised concerns regarding the speed of HGVs travelling through their area. Comments included:

“Lorries thunder past, waking us up of a night, some make our bedroom light fittings shake.”

“I think they are dangerous because the speed is too fast for many of the roads that they use.”

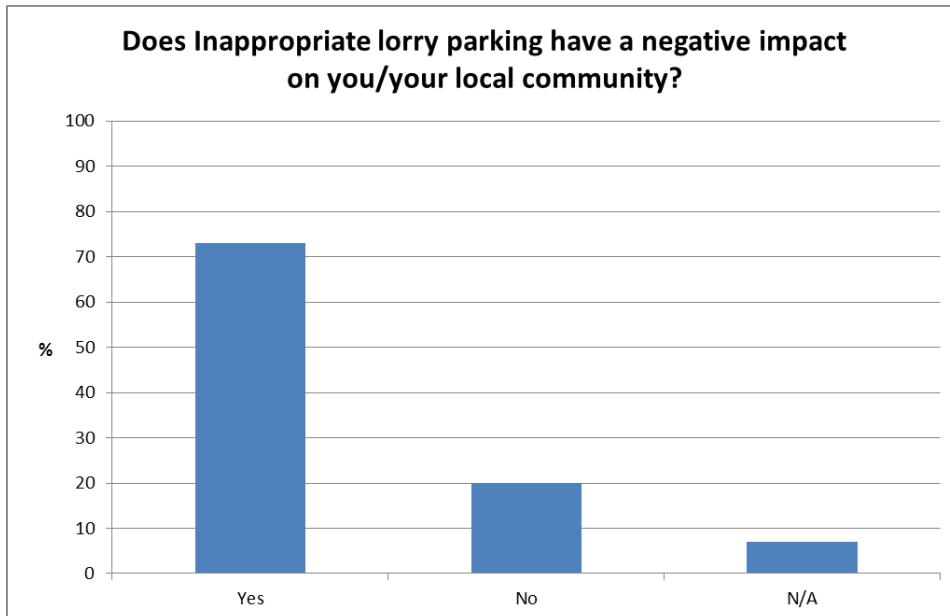
Of the 39 respondents who said that road freight did not have a negative impact, comments included:

“We are all dependent on freight transport, whether we like the trucks or not.”

“Lorry drivers do not want to be running through narrow village roads but if the delivery point cannot be accessed via another route they have no choice, this adds to their stress levels and sometimes results in mistakes being made which attract bad publicity and fuel local feelings.”

8.2 Question 4: Does inappropriate lorry parking have a negative impact on you/your local community?

The majority of respondents said that inappropriate lorry parking negatively impacted on them/their local community. 73% of the respondents answered 'yes' to this question.



There were 491 responses to this question of which 356 provided written comments to this question. A number of different issues were brought up in the comments section but there were four key themes associated with inappropriate lorry parking.

161 respondents raised the issue of litter and human waste left by parked lorries. Comments included:

“The litter left by the drivers is very unsightly and the smell of urine and worse drifts into our garden.”

“There are no toilet facilities and often the remains of drivers 'ablutions' are found by residents in the shrubs along the public footpath from their homes.”

“They park for long periods in the lay by and dump rubbish and defecate on the pavement.”

105 respondents raised concerns over HGVs causing obstructions and parking dangerously. Comments included:

“Parking along roads, blocking driveways.”

“They block the pavement for pedestrians, many of whom are young parents with children in pushchairs and they block the light to my kitchen.”

“Lorries are occasionally parked in dangerous locations overhanging laybys and other informal spaces alongside the highway.”

96 respondents commented on the damage to road surfaces and verges inappropriate lorry parking causes. Comments included:

“Lorries park overnight on verges, ruining the verges and soiling the ditches.”

“Yes it causes major damage to road surfaces, that are LETHAL to motorbikes”

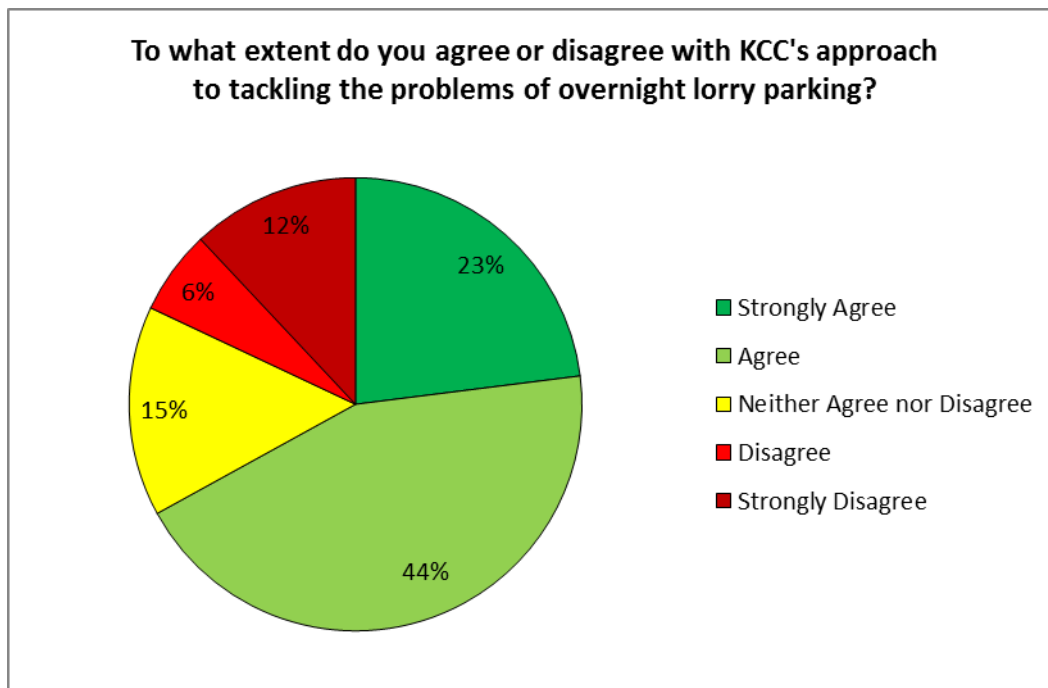
86 respondents were concerned about HGVs parking in residential areas. Comments included:

“Lorries park within 50 metres of my bedroom window, sometimes with fridge motors running during the night.”

“Parking up to eat takeaway foods from the shop with engines running, vibrating the windows and letter boxes.”

8.3 Question 5: To what extent do you agree or disagree with KCC’s approach to tackling the problems of overnight lorry parking in Kent? (Action 1)

The majority of respondents agreed with KCC’s approach to tackle the problems of overnight lorry parking with 67% of respondents either agreeing or strongly agreeing with KCC’s approach.



There were 468 responses to this question of which 300 provided written comments. There were three key themes that emerged from the comments section of this question.

94 respondents agreed with the approach of building a network of smaller lorry parks than one or two large sites. Comments included:

“Agree we need several small overnight parking areas across county.”

“We need multiple smaller lorry parks around the motorway network system.”

81 respondents called for increased enforcement of lorries parking in illegal and inappropriate locations. Comments included:

“Take stronger action. More wheel clamping, particularly in the villages along the A20.”

“There needs to be a more uniform policing of illegal overnight parking.”

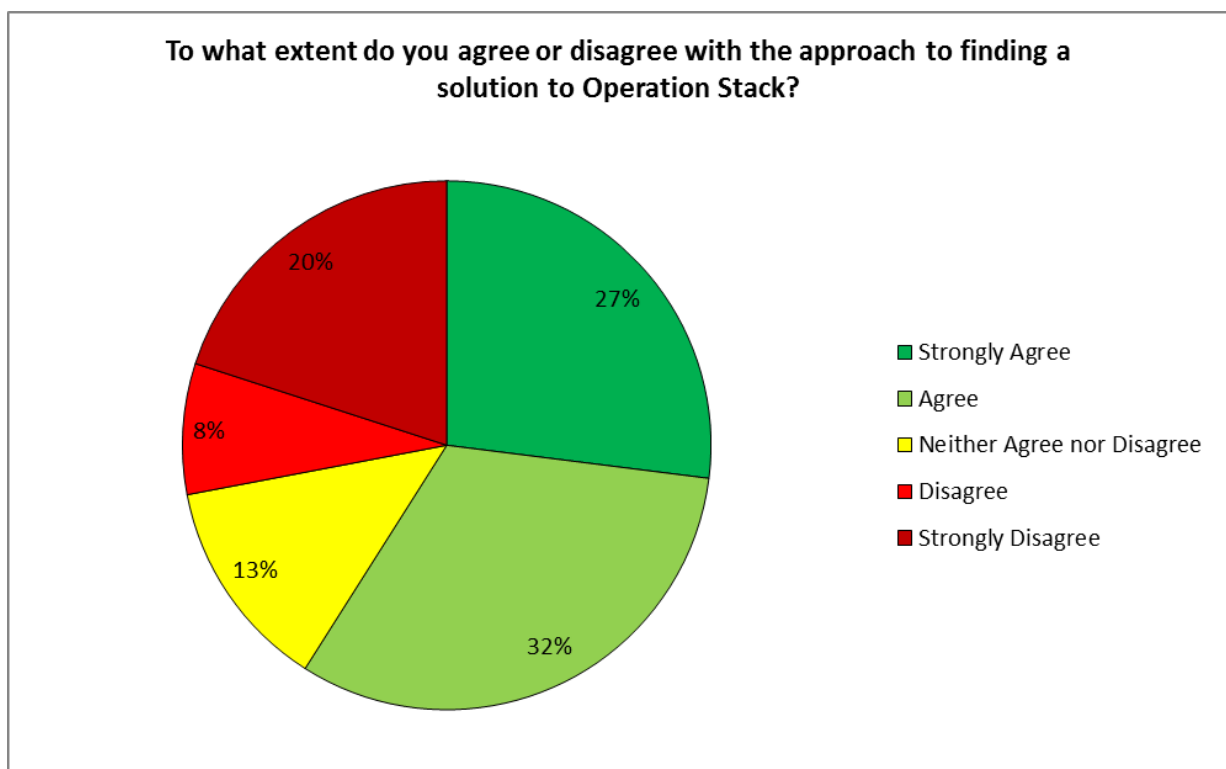
37 respondents were against using Greenfield land to build lorry parks. Comments included:

“Too many agricultural sites are being lost and I do not wish to see land lost to polluting lorry parks.”

“I object to yet more green space being turned into lorry parks.”

8.4 Question 6: To what extent do you agree or disagree with the approach to finding a solution to Operation Stack? (Action 2)

The majority of respondents agreed with KCC’s approach to finding a solution to Operation Stack with 59% either agreeing or strongly agreeing, however 20% of respondents strongly disagreed with the proposal.



There were 465 responses to this question of which 291 provided written comments. There was a varied amount of different responses to this question both relating to Operation Stack and Dover Traffic Assessment Project (TAP), however there were two contrasting themes that came out from the comments section. 45% of those respondents who disagreed/strongly disagreed with KCC's approach to find a solution to Operation Stack lived in the TN25, CT21 and CT18 postcodes around the Stanford area.

50 respondents explained or gave examples that Operation Stack had negatively affected their day to day life when in operation. Comments included:

"The loss of Business and income to a broad range of companies and sites, gives the area / Kent bad reputation to business people & tourists and people in general wishing to enjoy / do business in our great County."

"Having had many 4 hour journeys from Ashford to Maidstone, something needs to be done."

37 respondents have reservations that Operation hasn't been called for over a year. Comments included:

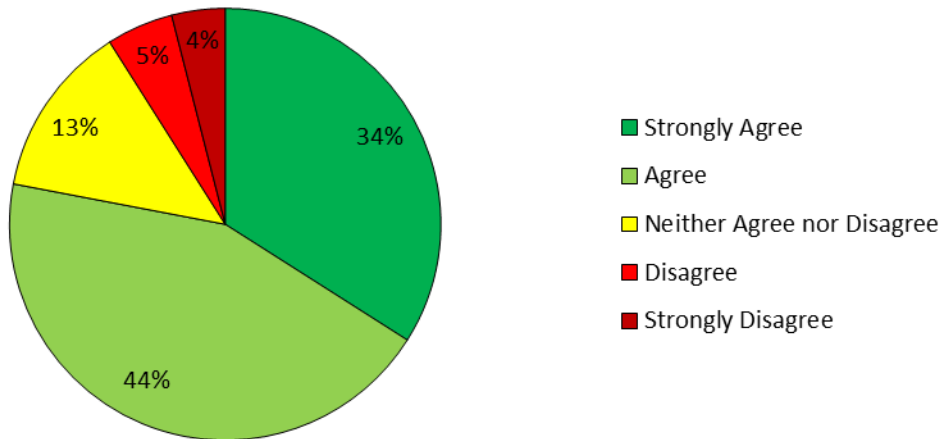
"We are not convinced that this scheme is justified, particularly as there have been no such incidents in the 18 months since."

"We are now in March 2017 and Op Stack has not been used since July 2015 - that's 20 months."

8.5 Question 7: *To what extent do you agree or disagree with KCC's approach to managing the routing of HGV traffic to remain on the strategic road network where possible? (Action 3)*

The majority of respondents (78%) agreed or strongly agreed with this approach to manage the routing of HGVs to remain on the strategic road network.

To what extent do you agree or disagree with KCC's approach to managing the routing of HGV traffic to remain on the strategic road network where possible?



There were 457 responses to this question of which 260 provided written comments. There were three key themes that came from the written responses to this question.

61 respondents called for increased enforcement of HGVs flouting weight restrictions. Comments included:

“Does Kent have enough enforcement agencies to enforce these proposed plans?”

“Companies should be penalised for causing disruption when they ignore warning signs and use inappropriate roads.”

47 respondents called for HGV satnavs to become compulsory for HGVs. Comments included:

“It should be a legal requirement for HGV drivers to use only HGV-specific Satellite Navigation systems.”

“Introduce a law to ensure HGV drivers use SatNav devices designed for their specific use.”

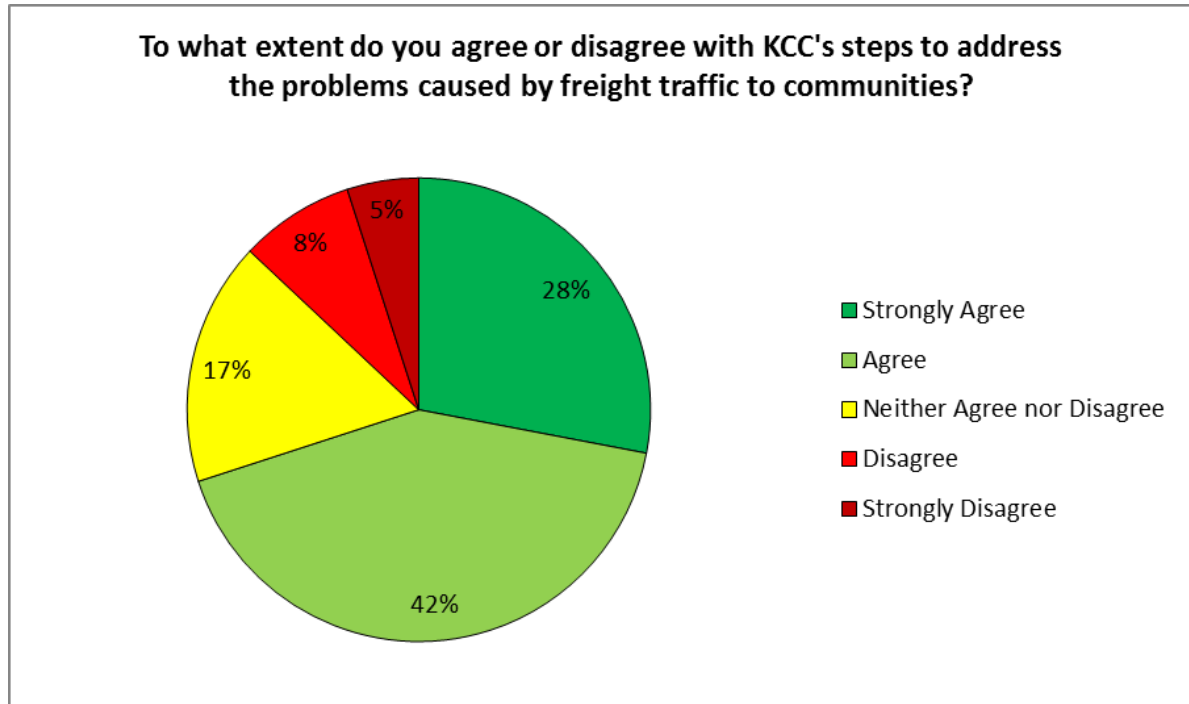
37 respondents made comments in favour of the Freight Journey Planner. Comments included:

“The Freight Journey Planner sounds an excellent scheme.”

“The Freight Journey Planners seem an excellent idea and should be compulsory.”

8.6 Question 8: To what extent do you agree or disagree with KCC's steps to address the problems caused by freight traffic to communities?

The majority of respondents to this question agreed with KCC's steps to address the problems caused by freight traffic to communities with 70% either agreeing or strongly agreeing to the steps.



There were 445 responses to this question and of these 219 provided written comments to the question. There were two common themes of comments both regarding enforcement of restrictions on HGVs.

69 respondents called for increased enforcement of HGVs flouting restrictions. Comments included:

“Agree but robust enforcement of breaches is required. It is unrealistic to expect the police to be involved in such initiatives”

“You need to have legally enforceable powers to deal with the issue; people only follow the rules if they were going to break them by feeling the pain in their bank balance.”

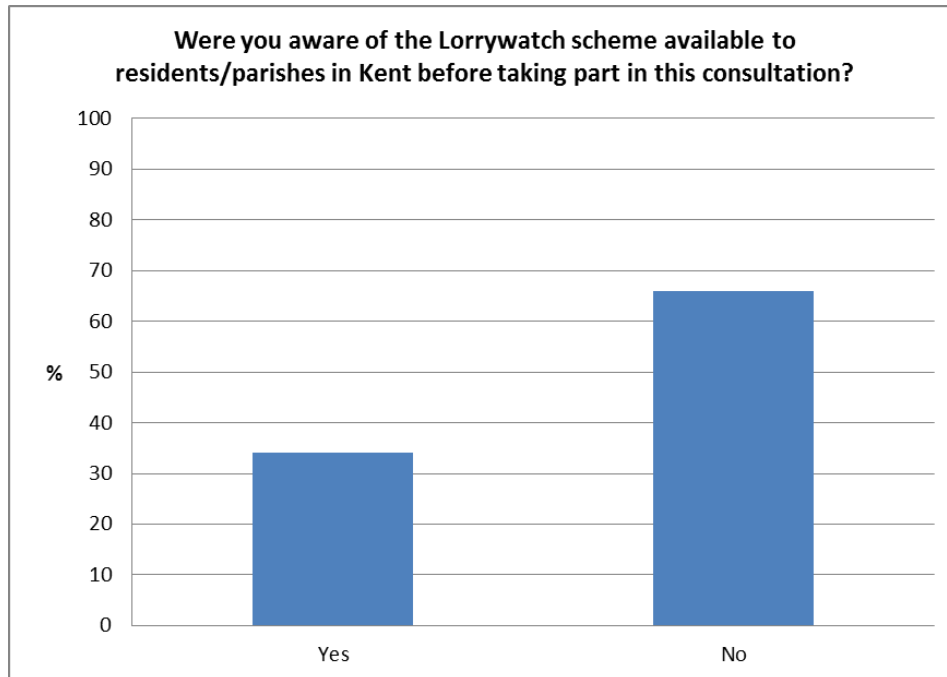
30 respondents called for enforcement action to be taken against foreign registered vehicles. Comments included:

“We must be able to take more action against foreign lorries by use of impounding lorries or on the spot fines.”

“Lyminge Parish Council cannot understand why enforcement action cannot be taken against foreign registered HGVs. Such an action would be effective in the long run.”

8.7 Question 8b: *Were you aware of the Lorry Watch scheme available to residents/parishes in Kent before taking part in this consultation?*

There were 448 responses to this question of which 34% were aware of the scheme, however 66% were not aware of the scheme.

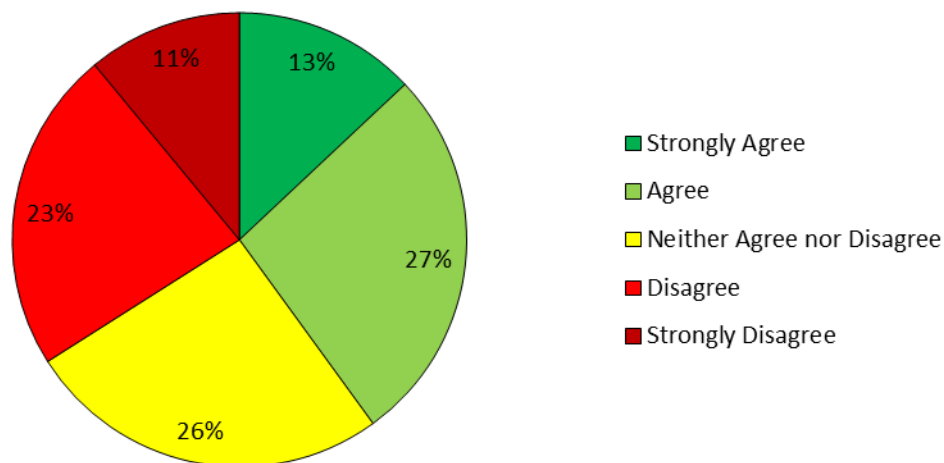


Lorry Watch schemes only work where there are existing weight restrictions and the local community are willing to monitor and collect the details of vehicles flouting restrictions. This shows that the scheme should have greater promotion to make both residents and haulage firms aware of the scheme.

8.8 Question 9: *To what extent do you agree or disagree that KCC makes effective use of planning and development control powers to reduce the impact of freight traffic?*

There was a mixed response to this question with similar numbers of respondents agreeing and disagreeing with this action. There were also a large number of respondents who neither agreed nor disagreed with the action.

To what extent do you agree or disagree that KCC makes effective use of planning and development control powers to reduce the impact of freight traffic?



The comments section shows that the high proportion of 'neither agree nor disagree' and 'disagree' in response to this question is likely because of residents who have had planning applications granted in their area which have resulted in an increase in HGV movements. An example is:

"I'm extremely cynical about the role of statutory bodies in planning processes. I don't see much evidence of control in Kent."

"New Aldi Warehouse along the A249. HGVs impacting on the roundabouts and roads . It has been estimated approximately 112 loading bays with approximately 3 HGVs per day per bay, bringing more HGVs to the area."

There were 449 responses to this question of which only 198 provided written comments. There was only one main trend from the responses. Residents called for KCC to do more to mitigate the impacts of freight movements from new developments. Comments included;

"History to date has shown the actions taken by KCC in this area have been too weak."

"As a daily road user the evidence is clear that KCC is doing nothing to reduce the impact of freight traffic on the roads."

8.9 Question 10: Any other comments

There was a broad range of different comments covering many issues/ideas of how to manage freight movements in Kent. There were three main themes that came

through from the comments section. In total there were 306 written responses to this question.

64 respondents called for urgent action to tackle the problems of overnight lorry parking in the county. Comments included:

“Managing freight is important not just for the areas and communities affected, but for the health & wellbeing of the drivers that will use the facility. Toilets and washrooms are a must as is somewhere to eat & relax.”

“Stopping lorry drivers parking inappropriately should be a priority. I do not wish to see bags of their excrement, bottles of their urine, toilet paper and wet wipes strewn in hedgerows or the general rubbish that they leave behind. Nor do I wish to clear it up as I will today no doubt when I go out on an organised litter pick. Why should we be expected to suffer their inappropriate behaviour as well as their inappropriate parking?”

55 respondents called for greater enforcement of both lorries parking inappropriately and lorries using restricted routes. Comments included:

“Enforcement of the law must actually happen I would expect to see lorry drivers stopped and fined for breaking the law.”

“Impose strong penalties on illegally parked trucks. Actions speak louder than words.”

38 respondents raised concerns over air quality and pollution levels in their communities from HGVs. Comments included:

“There is always heavy traffic on the A25 through our Parish running in close proximity to our primary school and our neighbouring parishes, with dust in the summer, mud in the winter, constant noise and disturbance and air pollution, which is excessive and must have a detrimental effect on young children.”

“Reducing air pollution in light of the increase in traffic predicted should be a priority in this Freight Action Plan along all strategic transport corridors.”

9. You Said, We Did

We consulted residents for their views on our draft Freight Action Plan, which set out five key actions to mitigate the impacts of road freight in Kent. Respondent’s suggestions have helped us to make changes to the Plan and have given us residents and organisations views and opinions of different freight related issues in the county.

The feedback received from over 538 individuals and organisations was invaluable and we are pleased to have gained such a high response rate from a document of this kind. Many of the comments were in agreement with our five actions, especially

'managing the routing of HGV traffic' and taking steps to addressing the problems cause by freight to communities.

We found that the majority of the comments made in the consultation were around the issues highlighted in the plan for example issues around inappropriate lorry parking as opposed to specific changes that are needed to be made to the plan. This therefore means that there have only been a small number of changes to the plan following the public consultation. Examples of changes made to the plan are:

- Explaining the HGV Road User Levy in more detail as many respondents seemed unaware of this taxation method applicable for UK and foreign registered HGVs.
- Adding a paragraph explaining river freight along the Thames Estuary which removes HGVs from Kent's roads.
- Removing the statistic "70,000 freight vehicles use the Dartford Crossing each day" as this statistic is incorrect.
- Adding a paragraph outlining that KCC will continue to press Highways England to incorporate overnight lorry parking as part of their proposed Operation Stack lorry area.

10. Conclusion

Overall the draft Freight Action Plan for Kent document was well received. The response rate for a consultation of this type was extremely high. This consultation was used as a tool to alert KCC to specific concerns and issues that residents have regarding road freight as well as gauging the opinions of Kent residents to our proposed actions. The results of the consultation showed that 90% of residents felt that road freight traffic had a negative impact on them/their local community and that 73% felt that inappropriate lorry parking had a negative impact on them/their local community. This shows that residents feel that there is an existing problem regarding the movement of road freight through the county and that the problems of overnight lorry parking need to be addressed.

The consultation showed that residents were split on their opinion of finding a solution to Operation Stack, with the majority in favour of Highways England's plans to build a lorry area at Stanford, however there were a number who are strongly against the proposal due to its impact on the local area and the loss of agricultural land. The other action that residents were split in their views was Action 5 – KCC using planning and development control powers to reduce the impact of freight traffic. This action can be looked into further however from analysing the comments section it became apparent that residents had become disillusioned due to planning applications being granted in the county which increase HGV movements.

Despite the results of the consultation concluding that road freight broadly has a negative impact on the residents of Kent, KCC must acknowledge that the road freight industry is worth £74bn to the UK economy and the vast majority of the goods we buy and consume are transported by HGV. We therefore need to work proactively with relevant stakeholder to minimise these impacts.

All the findings from this consultation will be considered in the revision of the Freight Action Plan for Kent. The revised action plan will then go to Environment and Transport Cabinet Committee in June 2017 to be adopted as KCC policy later this year.