

By: Keith Ferrin, Cabinet Member for Environment, Highways & Waste, and Mike Austerberry, Executive Director of Environment, Highways and Waste

To: Cabinet – 1 December 2008

Subject: **Operation Stack Lorry Park – Update on Progress**

Classification: Unrestricted

Summary: This report updates on developing the proposals for the Operation Stack lorry park and a brief situation report on current Stack activity.

1. Introduction

- (1) Cabinet will be aware that a site between junctions 10 & 11 of M20 located between the Converter Station, the Motorway and the railway embankment is considered to be the preferred site for a lorry park because of its location, natural screening and absence of formal land use designations. Feasibility work is in hand to carry out the full range of engineering and environmental surveys so that the proposal can be progressed to the next stage and the environmental impacts and mitigation can be assessed.
- (2) In addition, an Economic Impact Assessment study is being commissioned to quantify the socio-economic effects of Stack.

2. Survey & Design

- (1) Land referencing has been completed and entry negotiated on the major land holding on which surveys are required.
- (2) Topographical survey will be completed in December. Initial geotechnical work will also be carried out in December to start monitoring ground water levels.
- (3) Environmental consultants have carried out a site inspection to prepare a Scoping Report to inform the surveys that will be required. Environmental surveys are seasonal and the survey period varies according to species but the first will start in February and all be completed by the autumn.
- (4) Meetings will be arranged with the key operational stakeholders and emergency services to inform the development of the design layout and to support the economic impact study.

3. Economic Impact Assessment

- (1) It important to quantify the socio-economic impacts of Stack on Kent's residents and businesses and the public sector in its widest sense. A study is being commissioned and tenders were returned on 14 November. They are being assessed and it is expected that a contract can be awarded on 1 December with the study completing in June 2009.

4. Operation Stack

- (1) Operation Stack has not been invoked in the last month. Despite current industrial action and the reduced operation within the Tunnel, the cross-channel traffic operators are coping. This is because HGV's movements are lower than normal and this may be a consequence of the current economic climate.
- (2) When Stack is invoked, the Police implement Phase 1 which is the use of Quick Moveable Barrier (QMB) between M20 Junctions 11 & 12. The QMB and associated traffic management is current being kept permanently in place but the contra-flow not being operated. M20 is therefore operating effectively as 2 lanes in each direction but this is understood to be working satisfactorily.
- (3) When Stack is invoked and Phase 1 becomes fully utilised, the Police are currently trialling the use of stacking lorries on the A20 between Roundhill Tunnel and Dover which they refer to as Phase 0 and this gives some added flexibility before Phase 2 between junctions 8 and 9 coastbound is implemented.

We request that this report be noted by Cabinet

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Background Documents

None