



## Freight Action Plan Consultation Questionnaire

Kent is unique in its strategic location in the country as a gateway to mainland Europe. Road freight makes a significant contribution to Kent's economy and it is important to recognise the positive benefits this brings to Kent and the UK as a whole. Despite these benefits there are negative implications of road freight and we must ensure that residents and visitors to Kent are not disadvantaged by these.

Kent County Council's draft Freight Action Plan (FAP) outlines what we have already achieved and what we plan and continue to do to mitigate the negative impacts of road freight in Kent.

We will be consulting on the draft Freight Action Plan for an eight week period from January 16<sup>th</sup> to March 12<sup>th</sup>. Your responses will help us to develop our policy, which will be presented as a final draft at KCC's Environment and Transport Cabinet Committee in the summer of 2017, as part of the document approval process.

This questionnaire can be completed online at [kent.gov.uk/freightactionplan](http://kent.gov.uk/freightactionplan). Alternatively, fill in this paper form and return it to: Transport Strategy Team, Kent County Council, Invicta House, County Hall, Maidstone, Kent ME14 1XX

**Please ensure your response reaches us by Sunday 12<sup>th</sup> March 2017**

**Privacy:** Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

**Alternative formats:** To request a hard copy of the draft Freight Action Plan, or for any other formats or languages, please email: [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

**Q1. Are you completing this questionnaire on behalf of:**

Please select the option that *most closely* represents how you will be responding to this consultation. Please select **one** box.

<input type="checkbox"/>	Yourself as an individual
<input type="checkbox"/>	A local community group or residents association
<input checked="" type="checkbox"/>	A Parish / Borough / District Council in an official capacity
<input type="checkbox"/>	A charity, voluntary or community sector organisation (VCS)
<input type="checkbox"/>	A Trade Association (e.g. Freight Transport Association)
<input type="checkbox"/>	A Business
<input type="checkbox"/>	Other, please specify: <input type="text"/>

**Q1a. If you are responding on behalf of a community group, resident association, council, business, trade association or any other organisation, please tell us the name of your organisation here:**

Tonbridge & Malling Borough Council
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**Q2. Please tell us your postcode:**       ME19 4LZ      

We use this to help us to analyse our data. It will not be used to identify who you are.

**Q3. Does road freight traffic have a negative impact on you / your local community?**

Please select **one** box.

Yes	No	Not applicable	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3a. Please add any comments you have on the impact of road freight traffic here:**

<p>TMBC has 4 Air Quality Management Areas (AQMA) that are likely to be strongly impacted by freight traffic along the M20. There is one AQMA on the M20 itself, and 3 along the A20, which runs adjacent. The amount of freight traffic in this area will be contributing to the levels of air pollution experienced by local residents. If some of the freight traffic is travelling down smaller roads not intended for such traffic in order to park overnight, then this is also likely to be having an adverse impact on local air quality. This will be particularly true for vehicles with engines left running in order to maintain power to on-board equipment such as refrigeration. The appropriate provision of a lorry holding area for freight traffic away from sensitive receptors (e.g. homes, schools, care homes) will help to address this issue. A lorry</p>
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watch scheme will also assist here, however it may also simply push to problem to another area.

**Q4. Does inappropriate lorry parking have a negative impact on you / your local community?**

Please select **one** box.

Yes	No	Not applicable	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q4a. Please add any comments you have on the impact of inappropriate lorry parking here:**

The majority of HGV parking problems take place in the north of the Borough around Bluebell Hill, Quarry Wood, Wrotham and Leybourne/ New Hythe. Clamping inappropriately parked lorries isn't always cost effective as the cost of clamping vehicles is often higher than on the spot fines received. Issuing on the spot fines can work in the short term, but in reality only moves the problem elsewhere. TMBC supports any measures to increase the amount of parking for HGVs in lorry parks, particularly in West Kent where there is a lack of provision, and the continued use of cost effective deterrents such as on the spot fines.

**Action 1**

**Q5. To what extent do you agree or disagree with KCC's approach to tackling the problems of overnight lorry parking in Kent (pages 9 to 12 in the FAP)?**

Please select **one** box.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q5a. Please add any comments you have on Action 1 here:**

Support multi-agency approach and the continued use of cost effective measures to deter inappropriate parking and the increase in suitable small scale parking provision in areas where there is a shortfall, i.e. in West Kent.

## Action 2

**Q6. To what extent do you agree or disagree with the approach to finding a solution to Operation Stack (pages 13 to 14 in the FAP)?**

*Please select one box.*

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q6a. Please add any comments you have on Action 2 here:**

Tonbridge & Malling Borough Council supports the proposal for a permanent lorry area to reduce/ remove the need for freight traffic to be queued on the M20 at the Stanford West site located to the west of M20 junction 11.

## Action 3

**Q7. 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 (pages 15 to 16 in the FAP)?**

*Please select one box.*

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q7a. Please add any comments you have on Action 3 here:**

Ideally, all developments with large freight movements would be located off the strategic road network where freight vehicles could be kept away from residential areas. However, this is not always possible for a variety of reasons. Creating and providing opportunities for HGV drivers and Transport Managers to use the strategic road network as much as possible is a sensible approach and every opportunity should be taken to ensure that the strategic road network is well maintained and improved as necessary to ensure the free flow of all traffic through the County.

In particular, if the Lower Thames Crossing goes ahead, there will be significant implications for north/ south links between the M2 and the M20. These links, the A227, A228, A229 will need to be improved and the bifurcation of traffic to and from the ports will result in increased traffic, particularly HGV movements along these routes.

## Action 4

**Q8. To what extent do you agree or disagree with KCC's steps to address the problems caused by freight traffic to communities (pages 17 to 18 in the FAP)?**

*Please select one box.*

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<b>x</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q8a. Please add any comments you have on Action 4 here:**

Whilst TMBC supports the measures set out and recognises that Lorry Watch schemes have been successful, it is not clear what action can be taken where complaints made outside of the scheme. Clearer mechanisms for reporting problems could be more explicit here.

Lorry Watch is a joint project between Kent County Council and Kent Police where local residents are empowered to record the details of large vehicles using unsuitable routes or routeing through areas with a weight, height or width restriction.

**Q8b. Were you aware of the Lorry Watch scheme available to residents / Parishes in Kent before taking part in this consultation?**

*Please select one box.*

Yes	No	Don't know
<b>x</b>	<input type="checkbox"/>	<input type="checkbox"/>

**Action 5**

**Q9. 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 (page 19 in the FAP)?**

*Please select **one** box.*

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q9a. Please add any comments you have on Action 5 here:**

KCC should continue in their efforts to work with local planning authorities and developers to keep impacts of HGV movements to a minimum. For example, wherever possible, planning and development control powers can be used to ensure new developments that have large scale HGV movements are located next to the strategic road network.

**Q10. If there is anything else that you think should be included in the Freight Action Plan, or if you have any other comments please write these in below.**