

BREXIT

OPERATION FENNEL / BROCK UPDATE

Brexit – preparing for ‘no deal’

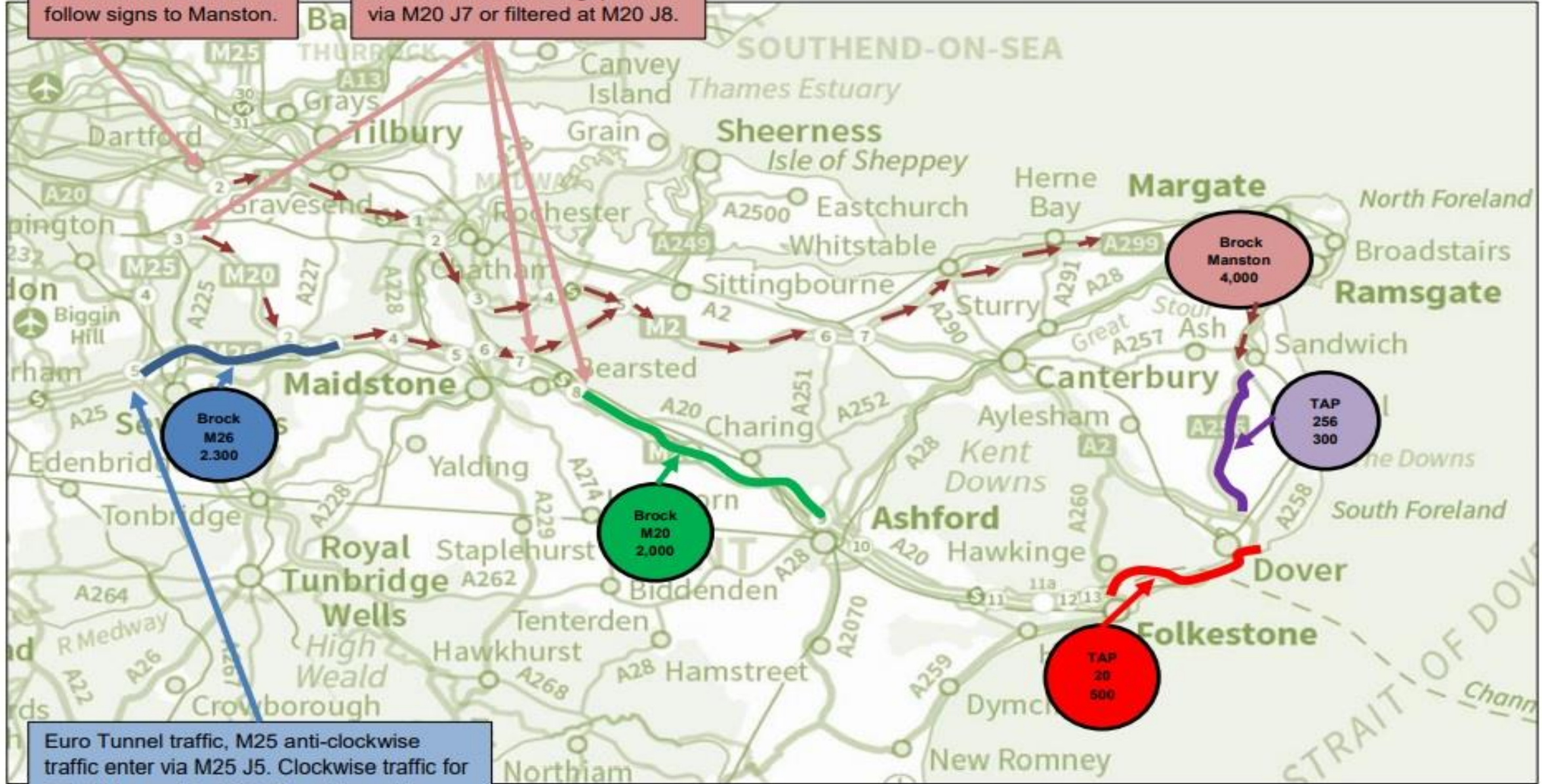
- 31.10.19 at 23.00hrs
- Assumptions
 - Significant increase in immigration checks
 - Large volumes of traffic
 - 3 – 6 months of disruption
- Regular multi-agency meetings are being held to prepare for the worst – Kent Resilience Forum (KRF)
- FHDC response
 - Mapping where staff live to identify potential issues
 - Attendance at Strategic and Tactical meetings
 - Identifying critical/statutory services
 - Command and Control Training

Op Fennel

- Op Fennel is a multi-agency response to adverse volumes of freight and tourist traffic that are unable to leave the Country via the Port of Dover and/or the Channel Tunnel.
- Op Fennel is a multi-agency plan that sets out the operational methods to accommodate delayed vehicles.
- There are a number of stages to Op Fennel
 - Dover Tap (6 mile section of A20 leading to Dover)
 - Brock M20 junctions 8-9 coast bound
 - Brock Manston
 - Tap A256 (A256 dual carriageway from Manston to Dover)
 - Brock M26 (coast bound and then London bound)

M25 clockwise traffic will use M25 J2 and follow signs to Manston.

M25 anti-clockwise traffic will use M25 J3 and be signposted via M20 J7 or filtered at M20 J8.



Euro Tunnel traffic, M25 anti-clockwise traffic enter via M25 J5. Clockwise traffic for ET will be sent to M25 J6 and turned to enter from an anti-clockwise direction.

Op Fennel – what has been learnt?

- Op Brock / Manston fully tested March / April 2019
- Biggest issue in implementation of OP Brock was compliance – DFT / HE currently working on this.
- Looking at ways to improve traffic flow through contraflow – variable speed limits and more cameras
- Border readiness checks – HMRC working on locations outside of Kent to minimise disruption within Kent (only needed if no deal)

Questions?