

[REDACTED]
Highways England
2nd Floor
Bridge House
Walnut Tree Close
Guildford
GU1 4LZ

10 April 2017

Dear [REDACTED]

Thank you for email of 11 March 2017 requesting information under the Freedom of Information Act about the A20 Dover Tap.

I have responded to your questions in the same sequence as your original format for ease of reference. The original questions are highlighted in black text and our answers are highlighted in red.

Question 1. I'm confused by several aspects of this experiment - what is the purpose of this experiment and what results have you collected so far? Who is conducting this experiment?

Answer 1. The purpose of the 'experimental' traffic management was to assess whether using traffic signals at Western heights roundabout could be successful in reducing the congestion in Dover town caused by heavy goods vehicles bound for the port of Dover. This will allow Dover to continue to go about its daily business and in doing so allow us to assess the impact on the sites of natural beauty and scientific interest as well as public health.

From the data gathered we have produced an environmental impact assessment which has been circulated to statutory environmental bodies (SEB) for their concurrence as to our assessment of the level of impact Dover TAP has, and as such until we have their response the report is considered draft (and exempt for the time being from FOI).

Highways England is continually gathering the data and is collaborating with a number of stakeholders. For example Port of Dover, Dover District Council, Kent Downs AONB and Natural England.

Question 2. Why does there have to a speed limit when there is no traffic issues i.e. Most of the time?

Answer 2. The speed limit is there to keep the risk to the motorist as low as reasonably practicable as Dover TAP is often required to be activated at short notice; notice which would be too short to safely set out the necessary traffic management.

Question 3. Why does it only be enforced on U.K. Registered vehicles? / What is the legal basis for having a restriction that is only applied to U.K. Vehicles?

Answer 3. The restriction applies at all vehicles. Enforcement is a matter for Kent Police.

Question 4. Why are the lay-bys closed when you have signs saying tiredness kills - but prevent drivers using the lay-bys?

Answer 4. The laybys are closed to prevent conflict between vehicles which are caught in the laybys when Dover TAP is called and traffic builds up quickly and stationary vehicles prevent them leaving – for example a vehicle over 18 tons is required to use lane one, but a car or van which may be trapped in the layby could use lane 2 if it is available and thus create conflict.

In keeping with the spirit and effect of FOI legislation, all information is assumed to be releasable to the public unless exempt. We may therefore publish the information you requested, together with any related information that will provide a key to its wider context, via the Gov.uk website. You should contact me if you wish to complain.

If you require a print copy, please phone the Information Line on 0300 123 5000; or e-mail info@highwaysengland.co.uk. If you are unhappy with the way we have handled your request you may ask for an internal review. Our review process is available at: www.gov.uk/government/organisations/highways-england/about/complaints-procedure

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me, quoting our reference number at the top of this letter.

Yours sincerely

[REDACTED]
NDD SE Operations and Stewardship Team
[REDACTED]