

Report To: Joint Transportation Board

Date: 9th June 2015

Report Title: Lorry Parking Update – Clamping

Report Author: Jo Fox, Health, Parking & Community Safety Manager
Mike Cook, Civil Enforcement Officer and T-CAT Team Leader

Summary:	Report to update JTB on the lorry clamping pilot
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The Clamping Pilot

1. Further to the report to JTB on 10th March 2015 I can confirm that the Lorry Parking clamping pilot was launched, as planned, on Sunday 12th April 2015. This was a proactive day with an early start for the Civil Enforcement Officers issuing Penalty Charge Notices to any Lorry that was contravening restrictions within The Orbital Park, Sevington and Henwood Business Park.
2. Civil Enforcement Officers were then joined by Euro Parking Collections (EPC) and the Kent Police Specialist Goods Vehicles Officers to speak to the drivers, in their first language, and educate them on the contraventions, the consequences and enforce on Penalty Charge Notices issued.
3. Multi lingual warning notices were issued to the drivers along with details of available lorry parks on the M20 corridor. Notices providing advice on littering and the consequences were also issued and explained.

Findings so far (12/4 Education Day)

Date:	22/03	29/03	12/04	19/04	26/04	03/05	10/05	17/05
Orbital Park – No. of HGV's	44	32	27	8	7	1	2	10
Sevington – No. of HGV's	16	11	15	1	4	0	1	6
No. PCN's for overnight waiting ban	35	N/A	39	N/A	11	1	2	N/A

Henwood - No. of HGV's (currently no overnight waiting ban)	49	58	38	1	3	1	3	2
No. of PCN's issued for parking on DYL's	10	4	4	N/A	0	0	0	N/A

NB: N/A – no enforcement, lorry count only.

4. As can be seen from the snapshot of comparable data above the number of lorries parked within the 3 industrial estates has significantly reduced since the pilot began on 12th April 2015. There is a slight increase in the number of lorries parked as of 17th May 2015 but these were all parked legally and therefore no PCN's were issued
5. The education day was extremely successful with positive outcomes from many angles. There were 39 PCN's issued of which 20 were paid on the day. Positive feedback was received from a number of Lorry Drivers stating that the information provided was clear and had been correctly translated. They advised that in other areas they have previously been provided with internet translated information which hasn't been correct.
6. The added positives outcomes resulting from the education day were the proactive picking up of litter and general cleaning of all areas. This was well received by the local businesses and this is being continued to be addressed and kept at a low level due to the reduction of HGV's in these areas.
7. The clamping pilot has attracted a lot of press interest and the education day was covered and supported positively by the local press.
8. EPC also identified a further 35 registered keeper details who had outstanding traffic related offences, across the country, that would have otherwise gone untraced.
9. The Civil Enforcement Officers continue to patrol these areas on a rota basis, different days of the week and at different times of the days to make informed decisions on the patrols to be done with EPC and the Police.
10. To date, no vehicles have been clamped. Persistent offenders have not been identified in these locations.

Displacement

11. As detailed in the previous report, the risk of HGV's moving to other industrial estates, residential areas and laybys was high. This is being monitored to address the need for any further restrictions, measures or education required going forward.
12. To date, the displacement has not been as expected and I can report that the number of HGV's parking in other industrial estates has reduced. There have been reports of HGV's parking in other areas but from patrol records prior to and after the launch this has show an overall decrease in the number of HGV's . (NB: There has been anomalies and these have occurred due to the Channel Tunnel being closed)
13. We have noted that the Truckstop is, more often than not, full and unable to take further capacity. In addition we have noted that there are between 20 and 30 HGV' parked every night on private land near to Junction 9 and this is likely to be assisting with the overall compliance. As stated in the previous report all data collected will also provide a more accurate and very useful picture for the necessity of a further lorry park on the M20 corridor.
14. The actions we have taken with this pilot have so far increased compliance, reduced litter and have had a positive outcome for local businesses. We do note that this is extremely early on in

the six month period and we continue to monitor and adjust our approach throughout based on our day to day findings.

Contact: Jo Fox

Mike Cook

Email: jo.fox@ashford.gov.uk

mike.cook@ashford.gov.uk