

Report To: Joint Transportation Board

Date: Report Title: Lorry Parking Update – Clamping

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Summary: Report to update JTB on the lorry clamping pilot
(April to October 2015)

The Clamping Pilot

1. Further to the report to JTB on 9th June 2015 the enforcement by our Civil Enforcement Officers has involved conducting enforcement patrols during the week day evenings whilst continuing to conduct enforcement at the three targeted areas early on Sunday morning. The number of HGVs parked in the three target areas has on the whole remained lower than prior to the commencement of the Clamping Trial on 12th. April 2015.

(See Chart below)

Start of the pilot 12th April 2015

Date:	22/03	29/03	12/04	19/04	26/04	03/05	10/05	17/05
Orbital Park	44	32	27	8	7	1	2	10
Sevington	16	11	15	1	4	0	1	6
Henwood	49	58	38	1	3	1	3	2
Total	109	101	80	10	14	2	6	18

Date:	31/05	07/06	14/06	21/06	28/06	05/07	12/07	19/07
Orbital Park	11	8	7	9	23	47	24	37
Sevington	1	2	4	5	9	16	6	4
Henwood	1	5	1	3	3	3	6	3
Total	12	15	12	17	35	66	36	44

Date:	26/07	02/08	09/08	16/08				
Orbital Park	12	6	7	3				
Sevington	1	4	1	2				
Henwood	3	1	4	0				
Total	16	11	12	5				

2. We continued to issue clamping warning notices and as the trial progressed it was noted that persistent evading HGVs (those that had three or more unpaid Penalty Charge Notices) were initially not being seen in the three target areas.
3. Officers whilst patrolling and enforcing overnight HGV parking are also conducting monitoring inspections of areas where overnight HGV parking has also been highlighted

as a problem. These areas include Ellingham Industrial Estate, Wootton Road, Cobbs Wood industrial Estate and the lay-bys including A20 at Hothfield.

4. Information continues to be gathered and investigated where complaints are received regarding the parking, anti-social behaviour and noise of HGV's. We are also monitoring residential areas, close to Business Parks, that are considered at high risk of displacement parking.
5. Despite fears of displacement parking into residential areas, apart from a couple of isolated incidents, there appears to be no trend towards this at the moment.
6. Officers are conducting nightly counts and monitoring noise to ensure that we have an accurate picture of the problem and the number of HGV's parked in reported problem areas. This data will assist and feed into the recommendations and proposals put forward at the end of the pilot period. It has been established that the numbers of HGVs regularly reported as being parked overnight, in some areas, differ vastly from our observations.
7. Enforcement, by way of clamping, has been postponed at times due to the possible affect in the borough by Operation Stack. After analysing the figures gathered during the nightly counts we have established that the numbers of HGVs parking up in the borough overnight did not increased whilst Operation Stack was in place. There were however some increases in the parking at the Orbital Park and Sevington following Operation Stack being stood down.
8. The most recent joint Enforcement and Clamping operation involving our Civil Enforcement Officers, Euro Parking Collections (EPC), a specialist clamping operative provided by EPC and the police was conducted on Sunday 16th August. During this operation only three HGVs were seen to be parked at the Orbital Park. There were no HGVs at all parked on the highway in The Ashford Business Park Sevington, although two were parked on private land. There were no HGVs parked in Henwood.
9. Two of the HGVs parked at the Orbital Park were persistent evaders. One had numerous outstanding fines. This vehicle was clamped. The driver paid 5 outstanding PCNs and the one issued that day and the clamp was released. The driver is disputing the remaining fines and states it was previous ownership, these are currently being investigated. The other persistent evader left the Orbital Park before it was clamped. The third was a British registered HGV that came into the Orbital Park at 0600 hours. It was issued a PCN and later left.
10. Further joint operations are planned throughout the pilot period.

HGVs parked on the footway or on a grass verge or central reservation.

(Code 61)

11. A persistent problem and regularly complained about, in particular in Ellingham Way and Wootton Road, is that HGVs Park on the footpath. In the past we have been unable to deal with this and relied on the police to assist using their powers relating to obstruction and driving on the footpath.

12. We have now received authorisation from Kent County Council that we can use the Decriminalised Traffic Management Act contravention of 'HGV parking on a footpath, verge or central reservation' Code 61.
13. We started on Monday 24th August 2015 issuing 'Formal Warning Notices'. We will do this for two weeks keeping a record of all HGVs that are issued these notices.
14. On Monday 31st August we will start issuing Penalty Charge Notices (PCNs) to all HGVs parked on the footpath anywhere in the borough.
15. This is not directly linked to the Clamping Trail and will continue beyond the trial. It is however another tool in our toolbox that will allow us to address the wider problems caused by HGV parking.

Positive outcomes of the Clamping trial so far:

16. The overall numbers of HGVs parking overnight in the three target areas are still down on the numbers that were parking prior to the trial although 100% compliance has yet to be achieved. There was a surge in late June and early July. This is likely to be as a result of HGVs relocating following the lifting of Stack operation. Our counts show that whilst Stack is in operation the numbers of HGVs parked in the areas checked do not increase.
17. Henwood is a success story and very few HGVs now park on this industrial estate.
18. From the start of the operation on 12th April to 21st July 2015. 445 PCNs have been issued to HGVs parked in Contravention of the overnight waiting ban. Of these 120 have been paid to us prior to them going to EPC which is 27%, this is a significant increase prior to the clamping pilot. This could be that the drivers are aware that they could be clamped if they become a persistent offender and therefore are paying the fines to ensure they are not clamped in the future.

Displacement

19. So far as previously mentioned displacement into residential areas has not happened apart from the rare and occasional reported incident.
20. We have established that more HGVs are now parking at Cobbs Wood Industrial estate. We are able to measure this as this is an area we regularly checked before the clamping trial began. We have recently noticed that this is the location where some of our persistent evaders have relocated to.
21. We have noted that the Truckstop is now open on the majority of occasions and has only been closed and at full capacity on a few occasions since the last report. In addition we have noted that there are between 20 and 30 Lorries parked every night on private land near to Junction 9 and this is likely to be assisting with the overall compliance. Our nightly counts across all known HGV parking hot spots will provide a more accurate picture of the extent of the overnight HGV parking problem in the borough. 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.

22. The actions we have taken have increased compliance, reduced litter and have had a positive outcome for local businesses. We are still in the trial period and we have also only recently clamped our first persistent evader and this and continued enforcement is likely to increase compliance.

23. The outcomes and findings of the trial will be reported to the next JTB in December 2015 with proposals and recommendations for the future provided by Ashford Borough Council in consultation with Kent County Council.

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