

## **HGV Enforcement and Clamping Update**

**To: Joint Transportation Board**

**By: Catherine Darlington - Civil Enforcement Team Leader,  
Safety & Wellbeing Service**

**Date: 6 December 2022**

**Classification: For information**

**Ward: Across the Borough – Various**

### **Summary:**

Kent suffers from issues because of HGVs parking in unsuitable locations. This causes danger, distress to residents and results in environmental waste in many locations. The Ashford clamping trial was a joint initiative between Kent County Council (KCC), Ashford Borough Council (ABC) and the Department for Transport (DfT).

The experimental HGV clamping trial operated between 30 October 2017 and 30 April 2019. It was extremely successful in reducing the number of HGVs parking in inappropriate locations within the Ashford borough. During the 18-month trial 2754 HGVs were clamped. The number of HGVs parked in Ashford borough reduced by 61% with little displacement to neighbouring districts. The trial allowed first-time clamping of vehicles that contravene restrictions.

The Permanent Traffic Regulation Order commenced in September 2019. This is part of a zonal parking ban that operates between 8pm and 7am and covers the A20 between Charing and Ashford, the Orbital Park, Sevington, Ellingham & Wotton Industrial Estates.

### **Background:**

1. Ashford Borough Council (ABC) with Department for Transport (DfT) and Kent County Council (KCC) ran an 18-month lorry clamping trial (end date 30/04/2019) along part of the A20 and in 4 industrial estates in Ashford. DfT gave permission for ABC to a) clamp on issue of the first PCN and b) charge an increased clamp release fee of £150.
2. Following the successful conclusion of the trial, the Traffic Regulation Order (TRO) was made permanent by KCC. Therefore, ABC continued to enforce the TRO and the continuance of clamping HGVs parked in contravention of an overnight waiting ban.

3. From the 1 January 2021 – The DfT gave KCC the same powers to run a trial across parts of Kent. ABC, therefore, suspended the TRO and passed enforcement to them. A request to extend this was refused at the end of June. KCC immediately stopped enforcement but the DfT confirmed ABC could revert to back to our TRO enforcing with clamping in the previously agreed areas.

### **Current Position & Summary**

4. On 1 September 2022 a 12-month trial commenced with the current contractor London Parking Solutions issuing the PCN and clamping the vehicle.
5. This allows enforcement to be done on different nights which was not possible with a small CEO team. The clamping company have the availability and flexibility to enforce on a variety of nights to ensure drivers are not aware when enforcement is taking place and no patterns occur.
6. No CEOs need to attend, this gives more availability for daytime priorities under the Traffic Management Act which is ensuring the free flow of traffic. This was being impacted while carrying out overnight enforcement.
7. All appeals are dealt with internally by our own parking officers.
8. To date, 14 November 2022, 464 HGV's have been clamped since 1 September 2022 across the five locations within the scheme.
9. The Ashford Truck stop reports that they continue to have near to full capacity most nights.
10. Since September 2022 there has been 4 appeals against the penalty charge notices issued to HGV's in contravention. All appeals have been rejected. One has been taken to the next stage, The Traffic Penalty Tribunal (TPT). ABC won this case.
11. There has been 4 Police reported incidents where the clamps have been cut off and the vehicles left without payment.
12. Displacement parking of HGV's into other Industrial estates & locations continues to be monitored, the numbers are comparable to before the commencement of the trial.

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*Reporting to Alison Oates, Safety & Wellbeing Manager*