

Experimental Overnight HGV Enforcement and Clamping Trial 2017

To: Joint Transportation Board

By: Health, Parking and Community Safety Service

Date: 11th September 2018

Classification: For information

Ward: Across the Borough – Various

Summary:

Kent suffers from major issues because of HGV's parking in unsuitable locations. This causes danger, distress to residents and results in environmental waste in many locations. While Kent County Council (KCC) are pursuing a number of heavy goods vehicle (HGV) overnight parks in Kent it is clear that encouraging HGV's to use the parks will be key in finding a permanent solution. KCC, working with Ashford Borough Council (ABC) and the Department for Transport (DfT) have designed a zonal scheme that could be expanded to other areas or a countywide scheme. It is advised that a decision on any expansion of the scheme needs to be taken in conjunction with the level and availability of HGV overnight HGV parking. By the introduction and monitoring of a pilot scheme, the implications of such controls will be determined.

A pilot scheme, which involves clamping on the first offence, has been in operation on the A20 between Charing and the Drivers roundabout, Ashford since 30th October 2017. The Clamping trial also applies to the existing industrial estates that have overnight HGV parking bans in Ashford. This report summarises the trial so far.

An update on the Planning Application for expansion of the Lorry Park at The Truckstop at Sevington to 600 spaces. Ref: 18/00098/AS.

Background

1. There has been a growing problem with HGVs parking overnight in various locations in the borough for many years. This has resulted in a number of restrictions being put in place to prohibit the parking of HGVs overnight. The first ban prohibiting the parking of HGVs between 20.00 and 07.00 the following day was put in place at the Orbital Park and Ashford Business Park Sevington in 2003. ABC has piloted various enforcement initiatives to address this growing problem. These have included the appointment of Trans European collection agents, various multi-agency enforcement operations and a trial in 2015 involving the clamping of persistent evading HGVs.
2. All enforcement initiatives to date have had limited success. This Experimental Traffic Regulation Order and clamping trial has been developed by working

with the DfT so that it can reflect the unique issues faced in the county. The DfT agreed to change the current clamping policy for HGV's so that a clamp can be introduced for first time offences.

3. The Experimental Traffic Regulation Order was written and sealed by KCC and came into effect on 30th October 2017 for eighteen months, prohibiting the overnight parking of HGV's along the A20 between Charing and the Drivers Roundabout Ashford and included existing Industrial Estates where there was already an overnight waiting ban. The prohibition also extends for some distance along adjoining roads off of the A20 to prevent displacement into adjacent villages.
4. KCC placed the necessary signage at the entrance points to the restricted zone. Some repeater signs were also placed in known locations affected by inconsiderate and dangerous parking along the A20.
5. The trial was preceded by a significant period of education and advertising. Warning notices in multiple languages were issued by our Civil Enforcement Officers to HGV's parked in areas where enforcement would be taking place.
6. A Statutory Instrument that restricted local authorities outside of London to not charge any more than a £40 release fee for each clamp has since been amended for the duration of this trial only. The DfT in December 2017 agreed to allow the release fee to be increased to £150.00 in order to cover the costs being incurred by ABC to remove each clamp

Summary of the trial to date.

7. Our officers have continued to patrol and enforce on a regular basis on the A20 and in the four existing locations where an HGV overnight ban is in place. Our officers have also continued to monitor possible displacement HGV parking on other Industrial Estates and nearby residential areas, this has continued to stay low and the trial has had no impact on displacement to other areas.
8. The numbers of HGV's parking on the A20 and all other areas have reduced significantly. We are now finding an average of between 5 and 10 HGV's in contravention each and every night. We have also noticed a reduction in Tuesday nights which had always remained a much higher number, however, the last two months this figure has also dropped to an average of between 5 and 10 HGV's.
9. Weekend parking in all locations continues to stay low and the increased uptake in parking at the Ashford Truck Stop especially at weekends continues.
10. We continue to work closely with the clamping company, London Parking Solutions. Despite the numbers of HGV's reducing, we are still regularly clamping HGV's in all locations. The total clamped to date (29th August 2018) is 1660. Of which 739 have been on the A20.

11. To date there have been 27 appeals against the penalty charge notices. All appeals have been rejected except 2 where HGV's had broken down. None have been taken to the next stage of Tribunal. The number of HGV's issued a PCN more than once is 94, this represents 5% of the overall PCN's issued so a slight decrease from previous reports.

Update from Planning on planning application ref: 18/00098/AS at the Truckstop, Sevington

12. In addition to the enforcement pilot a recent planning application, ref: 18/00098/AS to increase the Lorry parking spaces at the Truckstop at Sevington to 600 spaces was resolved by the July Planning Committee to be granted planning permission subject to the prior completion of a Section 106 agreement. The agreement is currently being negotiated with the applicants.

13. Discussions are also progressing with Highways England (HE) in respect of the quantum of new development that, following the grant of permission, can then be constructed and brought into use at Waterbrook Park before the so-called 'Bellamy Gurner' A2070 Orbital Park upgrade scheme (from the existing roundabout to an enhanced capacity signalised junction as well as changing the current 'left in/left out 'interim' Finberry access to an 'all movements' junction) is delivered. A start on that upgrade scheme, which would be carried out by contractors working on behalf of the developers of Finberry, has been delayed at HE's request in order to help manage traffic during the J10A works that are underway. It is hoped that the BG upgrade scheme will commence by mid-2019 but the position still needs to be finalised. The timing of the upgrade scheme is also subject of an existing planning condition attached to the Finberry development which is proposed to be amended (current application ref: 11/00473/AM02/AS): the current discussions with HE will hopefully enable this application to be moved forwards to determination.

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