

20/01/2015

Consultation of Abnormal Loads and parking spaces.

Meeting derived from issue raised by John Hunt relating to gaining access to suitable abnormal load parking bays, with the aim to identify issues and solutions to where suitable parking can be accessed.

Ray Engley	RE	Craig Seldon	CS	Rob Beckers	RB
Alexie Stone-Peters	ASP	Nick Hyde	NH	Gary Winfield	GW
Joshua Yap	YD	John Hunt	JH	Sam Wright	SW
Simon Paul	SP	Chris Rowlands	CR	David Jenner	DJ
Dan Ivemy	DI	John Hugill	JHG	Leila Nikraz	LN
Steve Crump	SC	Mark White	MW	Sam Twining	ST
Fiddis Hove	FH	Rashpal Sohanpal	RS	Martin Diss	MD
Abdullah Elgayav	AE	Brian Huberman	BH	Kris Mistry	KM
Robert Ford	RF				

Agenda item	Action for	Action
ASP welcomed all and gave an overview of meeting. Introductions made.		
DJ asks if there is a list of abroad parking bays nationally. ASP responds by saying there is a list, however it is an official list, therefore the markings need to be checked and updated on the list.	NOTE	N/A
JH highlights that there is an issue with Thurrock as there is a lock on the gates, which causes an issue when hauliers attempt to unlock the gates to enter. As a solution to this problem JH suggests code numbers given to hauliers to open the lock on gates so that there is no waiting around.	NOTE	N/A
JH highlights the issue that hauliers are expected to park up in lay-bys for hours with no facilities. DJ states that once ownership of facilities is known, forcible orders may be able to be put into place for hauliers to have separate facilities. JH then asks why restrictions are being put on parking when	NOTE	N/A

<p>sufficient parking spaces are not being provided.</p> <p>DJ states that privately owned land doesn't want hauliers, therefore this will be difficult however, owners of the land should be contacted to see which orders could be enforceable, and then discuss this with the police.</p> <p>GW states that the Police have no duty of care as police escorts are not being used anymore. The lay-bys are being misused.</p> <p>ASP highlights that the main issue is no one is willing to take responsibility, the police say it's not their responsibility, and the services say that they are already providing parking bays for abloads; therefore they have no further responsibility.</p> <p>ST states she is happy to liaise with DFT to find out how ideas can be enforced and moved forward.</p> <p>SC states that there needs to be some dialogue made with TSCO, including a letter written to the minister. SC states that since 2004 this situation has been overlooked, everyone is challenging the rules and nobody is going by the law. GW responds by stating that it is all down to funding as there is not enough money to fund the police to escort abloads or to watch over and manage parking bays.</p> <p>DJ states that in regards to what can be done in the short term; locations of bays need to be identified along with those who are responsible for them. JHG states that if abnormal parking bays are a legally required, then this should be called upon to provide facilities also. ST responds stating that the services have provided facilities and therefore what's done with the facilities no longer concerns them.</p> <p>The question of where to start first is asked by ASP, ASP goes on to suggest that a high load grid can go onto the ESDAL website. In relation to this ST suggests to put on to the website where the lay bys are and the routes to get to them, also up to the certain heights and weights with grids of information. ST then asks the group what they would like included on the website.</p> <p>ASP responds by saying she could try and put a marker on the website to point out the lay-bys in the meanwhile.</p> <p>JH states that there is no respect given to the hauliers. JH states that their routes are planned</p>	<p>NOTE</p> <p>NOTE</p> <p>ACTION</p> <p>NOTE</p> <p>NOTE</p> <p>ASP</p>	<p>NOTE</p> <p>N/A</p> <p>Liaise with DFT</p> <p>N/A</p> <p>N/A</p> <p>Marking lay-bys on website</p>
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<p>and therefore stopping is part of their planning therefore hauliers arrive at their stopping point and there if no spaces available this causes a big issue including the fact that this then means hauliers are putting themselves into venerable situations and as a result a lot of hauliers are starting to get annoyed.</p> <p>ASP informs that Area 5 can only be responsible for lay-bys on our area- South Mimms is not ours and outlines that we will work with adjacent areas to encourage the improvement of lay-by areas on their network. ASP suggests that Herts county council is responsible for South Mimms services and therefore we may be able to work with them to get an order if this is a priority.</p> <p>CR points out that information is needed for out of hour's contacts. ASP informs CR that an out of hour's list of contacts can be created, and asks the group there can be a regional forum. Cr responds by informing the group that it may be difficult for hauliers to gather as demand for work is high and a lot of hauliers are competing for jobs.</p> <p>DJ points out to the group that it is in everyone's interest to fix this situation as soon as possible. JH states that he believes the police is under pressure and that the system has been going downhill. GW responds by informing the group that Abloads is a set of guidelines and therefore nothing is enforced. ST responds by stating that guide lining can be taken differently to individuals as it is all down to interpretation. ST believes that a regional forum is a good start and this would enable us to capture local issues and feed information together to see if this really is a national issue.</p> <p>RF states that hauliers need to be able to drive off and onto the services and have access bathroom facilities. RF suggests that all it takes is a sign which states that certain parking bays are JUST for abnormal loads and if this is not complied with then there should be somebody monitoring the car park to ask them to leave</p> <p>JH adds stating that there some services which provide signs for abload bays, however the parking spaces are too small anyway meaning they can't get into the space in the first place. ASP asks the group if they have consulted anyone about the widths of driving in. A mix of the group replies "no".</p>	<p>NOTE</p> <p>NOTE</p> <p>ASP</p> <p>NOTE</p> <p>NOTE</p> <p>NOTE</p>	<p>N/A</p> <p>N/A</p> <p>Create an out of hours contact list</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>
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<p>ST suggests giving hauliers tracking devices which are linked onto ESDAL to be able to see which lay-bys are available and which hauliers are there at what time. JHG adds to this suggesting that ESDAL could then see the hauliers movements, certain organisations would be able to see these movements including the police. JHG suggests a matrix sign.</p> <p>RS states there could be a problem with this idea due to cowboy hauliers, stating that they would be unlikely to turn on their trackers and get caught being in the wrong.</p> <p>ASP asks generally if lay-bys at the moment are suitable for purpose. JH replies saying no because they're not safe at all.</p> <p>ST sates that over the years as abloads have got bigger, the facilities haven't expanded with it so JHG states that therefore the list which will be made should include width, length etc of the facilities.</p> <p>JH raises issue of foreign lorries parking up and threatening abroad drivers, when they request them to move out abroad bays. Bays are not being Policed properly. JH refers to abroad bay up north of the country, which has CCTV and bathroom facilities. ST agrees that this was put in as part of the major scheme works. This would be the requested standard to be implemented.</p> <p>RF then goes on to say that the slip roads in services are generally too short and need to be made into good sized curved to become less hazardous.</p> <p>ASP then shows the group the map online using the unofficial and demonstrates how to temporarily access the information on it until the updates are made.</p> <p>MV suggests contact details on the website would also be useful. GW suggests contacting the owner of the site and asking them to either take the site down or to create a correct version as at the moment the incorrect information is causing confusion.</p> <p>ST lets the group know that she will attempt to get a site like this started.</p> <p>ASP asks group when they would like to meet next to discuss progress. JHG suggests 3-4 months time, JH states that he wants the issue to stay fresh and not forgotten</p> <p>ASP brings up the issue with the Thurrock lock</p>	<p>NOTE</p> <p>NOTE</p> <p>NOTE</p> <p>GW</p> <p>ST</p> <p>ASP</p> <p>NOTE</p> <p>GW</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Contacting website owner to discuss information change</p> <p>Attempt to get alterative website up</p> <p>Organise meeting</p> <p>N/A</p> <p>Contact MP</p>
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	<p>notifications as it would all be shown on the route.</p> <p>RS states that once clearer outlines of abroad laybys are given, it would be easier to Police and they would ensure that the layby areas are used in accordance to their purpose. GW agrees that he would also enforce this.</p> <p>ST enlightens the group on a new system which is internet bashes which is very simple to use as it is basically guiding the user through. JH enquires as to whether the site would be useful for those with Dyslexia and ST responds by stating that it shouldn't be a problem as the new system should be easier to use than the current system, ST says that she would like to say yes, however it can't be said for sure until the system has been tried.</p> <p>Group agrees to meet within 3-4 months.</p> <p>Meeting closes, contacts exchanged. Attendees leave feeling positive for the next meeting.</p>		
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