

06/05/2015

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	Allison Sellers	AS
Alexie Stone-Peters	ASP	Nick Hyde	NH
Francisco Carmona	FC	Graham Wilson	GW
Mark Gunning	MG	Leila Nikraz	LN
Dan Ivemy	DI	John Hugill	JH
David Saint	DA	Sam Twining	ST
Sarah Hollender	SH	Martin Diss	MD
John McNeill	JM		
Robert Ford	RF		

	Agenda item	Action for	Action
	ASP welcomed all back, introductions made. ASP gave an overview of meeting, and gives a brief explanation of traffic orders and signage needed for parking.	NOTE	N/A
	ST starts off the meeting by stating that the list of parking bays available nationally has not been updated. ASP then addresses an action from the last meeting, stating that the website discussed in the last meeting has not been updated; however she has contacted the owner of the site, who said that he would like to work with ST to create a new site with an official correct list of parking bays.	NOTE	N/A
	ST then explains the process of getting all lists of information together, concluding that it is not an easy process. ST then introduces the idea of an app for hauliers to make it easier to find a list of bays available locally to them, and including a booking system in with this. ST states that the new focus is to find all the correct information for	NOTE	N/A

	<p>the list of bays.</p> <p>ASP agrees, stating that it is important to ensure all uploaded information is correct.</p> <p>ASP asks ST if people are using the ESDAL system to access information. ST explains that there is not a lot of useful information on ESDAL. ST states that since the last meeting, before the status change, the minister confirmed a list of current facilities will be published. Once this list has been found, that would then allow for us to look for gaps as a team, to then be able to fill in the gaps.</p> <p>JH suggests it would be useful if a list could be produced, however it would be important to ensure all facilities can be used and not been being taken advantage of. JH then explains that bad accidents could happen as a result of this problem; therefore a list of already known places would be very useful if made.</p> <p>ASP explains to the group that although the M25 is ours, however not all the lay-bys are ours, therefore we are unable to get traffic orders for other areas.</p> <p>ST shares with the group that ASP has been working with Herts and has gone above and beyond even though she has no responsibility there, and doing this is a great approach from ASP.</p> <p>ASP states that Herts have no authority to take to DfT. ASP then talks to the group about proposed signage and shares around the table a picture of proposed signage to get the opinion of the group. DS asks ASP for a time frame of when the signage can be put into place. ASP answers DS explaining that the signage needs to be passed on to Graham Harper in the DfT somebody else, therefore no timeframe can be given. DS asks ASP if this would take a matter of months, ASP then explains the process of Traffic Orders and their timescales; therefore it could take at least 3 months.</p> <p>RF suggests that draft TTRO's should be made to keep them going whenever necessary, RF then gives an example of making a TTRO template to make it easier every time so the order can just be sent off straight away with only small amendments needed to be made.</p> <p>RF suggests signs need to be such that foreigners</p>	<p>NOTE</p> <p>NOTE</p> <p>NOTE</p> <p>NOTE</p> <p>ASP</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Produce TTRO template.</p>
--	---	--	---

<p>can also be able to understand the content. JM replies by explaining that to make a sign legal, it must be in English or in a pictogram, as there are regulations of what can go on a sign. ST states that official signs do need to be in English, and that just a no entry sign, or two signs could help the problem. JH asks if an exception sign would be at all possible. DS states that dimensions on a sign should be understandable to everyone. ST states that a lot of people have been fined as a result of ignoring the signs, and therefore as a result the word would go around which could again reduce the problem. ASP states that she will be focusing on all the signage for the next meeting.</p>	<p>NOTE</p>	<p>N/A</p>
<p>DS gives the example of the lay-by on Jct 17; ASP explains that although the layby is not owned by area 5, it is still monitored by us. MG states that there is a small sign by the layby there. (ST then passes around a picture of the signs)</p>	<p>NOTE</p>	<p>N/A</p>
<p>MG states that the lay-bys are out there, however the problem is policing. ASP explains that the signs are historic and therefore the police cannot help if the orders are not there. MG states that small steps should be taken e.g. to call in and check who is in the lay-bys. ASP explains the current steps for some lay-bys, which is using keys and calling in for keys.</p>	<p>NOTE</p>	<p>N/A</p>
<p>MG explains that there is a lot of wasted land on the motorways and that these wasted lands could be turned into lay-bys instead. ST states that the only requirements for the services are that one Abnormal load bay must be provided, however there is no specifications as to the details, e.g. the size. The services don't want the hassle, as far as they are concerned the bays have been provided, and now all they're getting is complaints.</p>	<p>NOTE</p>	<p>N/A</p>
<p>RF states that one of the major problems is the curved roads, the roads should be joining instead of all being bends. RF asks why planning can't join the curved roads together. ST states that back in the day Abnormal Loads used to be a lot smaller and therefore when the curved roads were made it wouldn't have been a problem, going forward the size of abnormal loads do need to be taken in to consideration. ST then asks how big a load is, and how big a lay-by should be.</p>	<p>NOTE</p>	<p>N/A</p>
<p>MG states that all the lay-bys should be like the Clackett Lane services. RF states his disbelief that the HA have no say about the making of lay-bys.</p>	<p>NOTE</p>	<p>N/A</p>

<p>ST states that they have said more bays need to be built, however the signs need to be put into more detail.</p> <p>JH says that the MSA contact has come for renewal, therefore abnormal load facilities can be renewed into the new contract.</p> <p>ST states the attitudes of owners have changed because of the bad press associated with the problem of the abnormal load bays. ST states we must tread carefully in regards to this problem as we don't want private companies to decide not to work with us anymore.</p> <p>FC states that this is an unsafe resource and the private owners are not going to want unsafe resources in their service stations.</p> <p>ST states the abuse of parking bays is not uncommon as this happens also with disabled or mother and child parking. Designated parking will always be abused and will always be a problem for everyone.</p> <p>RF states that the major problems is the lanes getting in and out of the services, stating that hauliers may need to walk a little more to get to the service station, but having the lane made bigger would help a lot. RF states services would be able to do this without actually directly affecting them.</p> <p>ASP states that once the signs are signed off we can approach the services. ASP explains that the moment the relationship between the services and us is quite separate, therefore we first need to work on building a relationship.</p> <p>JM states that the costs of roads are not cheap, and we would have to try and sell the idea to the MSA as they are a private company. ASP explains that the real challenge is convincing everyone else that there is an issue. As we work within the issue we can see the problem more, however others only see traffic moving and no issue.</p> <p>JM states we are now looking forward but not at the present, we need to concentrate on what we can do now with the existing lay-bys rather than going around in circles. JM then requests actions for the police; asking if they can police there, and if the police can enforce if needed.</p> <p>DS responds by stating there would be no problem enforcing if there were traffic orders in place.</p> <p>AS also responds by saying that if there is a team then it can be enforced, however their</p>	<p>NOTE</p> <p>NOTE</p> <p>NOTE</p> <p>NOTE</p> <p>ASP</p> <p>NOTE</p> <p>AS</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Convincing MSA that this is serious issue. (working together)</p> <p>N/A</p> <p>Have meeting with management</p>
---	--	---

<p>management needs to be spoken to. AS states that if needed/called, night officers from the MET police can come out.</p> <p>ASP talks to the group about putting penalties and cost codes into place, as if the management in police knew how much money could be made from this, management could be more likely to be on board. ASP states that a standard price for penalties needs to be established, as this can encourage people to go out and enforce.</p> <p>DI states that officers can go into the service stations; however it all usually depends on what other services the officers have for that day. DI states that their officers have access to three motorway cars, however they are not completely dedicated to the motorway. JM raises the issue, asking how much each ticket should be, as some hauliers will take the risk and pay a little bit more for the fine.</p> <p>ASP asks the group how this can get across to all Police. JM responds by explaining that once Traffic Management is in force, then we can go to the police once all the basics have been put into place, e.g. signage and the fixed penalty notices.</p> <p>(short break)</p> <p>Once everyone has returned from the short break ASP asks how we can assist hauliers. ASP asks if anyone in the group uses ESDAL as Cascade is being used at the moment, whether it would be useful to also put a list onto ESDAL. RF stated that they do not really use ESDAL. ST then suggests a word type document to be uploaded onto .gov.uk, as this way people would know where to go for the best source of information. JH states that this method would be preferable for most industries.</p> <p>ASP states that a central place for all correct relevant information is needed. ASP states that we would need to gather an opinion as to the starting point, as if lists are being uploaded on numerous places, something is bound to get missed out. ST states that she feels all information should be put up on ESDAL and Cascade anyway, this way the list could stay updated and people could go on and take what they wanted from the list. ST states there should be a yearly update of the list to be sent out as it is for everybodys benefit. RF agrees with this.</p> <p>FC states that the Police can check if all the movements are okay to go ahead, FC also adds</p>	<p>Police</p> <p>NOTE</p> <p>Highways England</p> <p>Highways England & ASP</p> <p>NOTE</p>	<p>Research and find standard price for penalties.</p> <p>N/A</p> <p>Create list on word document and upload on .gov.uk</p> <p>Annual update of the list to be sent out.</p> <p>N/A</p>
---	---	---

	<p>that it is difficult to manage all different systems and sources, so therefore if all was on just one source, this would help a lot.</p> <p>ASP states that therefore a starting point could be to put an updates correct list on to .gov.uk. ST agrees, stating that the HE has been told that if a list is to be published, then .gov.uk is the place it must be published on.</p> <p>ASP asks the group if they would prefer a map or a list. RF answers stating that a map on screen would be the best option for everyone. ST proposes that a list is sent to the already existing website owner, Ian Brooks, this way working together, the site can just be updated instead of being taken down and a new one being made.</p> <p>ASP asks the group again, if any of the issues with parking has changed. JH states that nothing has decreased, and that this is still a national problem, JH states that it is good that this subject is being kept as an agenda item, as this is an ongoing problem; hauliers are still being met with aggression and receiving abuse from drivers, JH explains the problem will not go away and that open meetings are needed to address the problem.</p> <p>ASP asks when the group would like their next meeting.</p> <p>JH suggests another quarterly meeting. ST states that she will send a list out in a couple of weeks, and hopefully by the end of the four months good news about signage would also have been received too depending on policing.</p> <p>ASP states that because of all actions and time it takes for traffic orders to come into place and signage to be agreed an end of year meeting would be more appropriate.</p> <p>Group agrees to meet towards the end of the year.</p> <p>Meeting closes, contacts exchanged. Attendees leave feeling positive for the next meeting.</p>	<p>NOTE</p> <p>ST</p> <p>NOTE</p> <p>NOTE</p> <p>ASP</p>	<p>N/A</p> <p>Working with Ian Brooks to improve existing site with correct information.</p> <p>N/A</p> <p>N/A</p> <p>Set up meeting for the end of the year.</p>
--	---	--	---