



The Kent County Council (Various Roads, Borough of Ashford) (Goods Vehicle Waiting Restrictions and Street Parking Places) Order 2019 - Various Road in Ashford

Sandyhurst Lane Residents' Association (SLRA) has been active for over thirty years representing the collective interests of the residents of Sandyhurst Lane and all adjacent roads, which constitute its neighbourhood of 340 dwellings. The mission statement of the Association is *"Protecting the rural character of Sandyhurst Lane and the adjoining area"*.

The SLRA welcomes the opportunity to respond to the consultation on the above Traffic Order. We strongly support the Order, following the experimental trial which ran from 30 October 2017 to 30 April 2019. We believe it will continue to ensure significantly improved amenity of the area.

Whilst supporting the TRO in its entirety, we have a particular interest in the area which immediately impacts on our residents, which is the old A20 side road in the vicinity of Potters Corner and the entrance to Sandyhurst Lane from the A20 Maidstone Road.

Our grounds for support are as follows:

Noise and vibration

Overnight parking of lorries inevitably results in significant levels of noise and vibration which disturbs local residents. Noise and vibration result from refrigerated vehicles which necessarily run refrigeration plant overnight, from vehicle movements, including management of trailers, and from drivers preparing meals and socialising.

Air quality

The local air quality is seriously reduced by lorry and HGV movements when parking and, in particular, by the requirement for refrigerated vehicles to run refrigeration equipment overnight.

Detritus

There are no toilet or washing facilities for drivers in the local area. In some cases this results in the discarding of insanitary waste in the roadside vegetation and in the grounds of residential properties alongside the parking area. This is in addition to general litter and food waste which, in some cases, also results from overnight parking.

Road safety

There are very significant road safety issues when lorries and HGVs access and leave the A20 side road at Potters Corner, particularly in darkness. Vehicles accessing the side road from the A20 northbound turn slowly across the A20 southbound carriageway and become “sideways” across the entire width of the A20 as they do so. The road has no lighting and many lorries have little or no lighting along their sides, resulting in an almost invisible barrier across the entire width of the A20 in darkness. The A20 at this point has a speed limit of 60 mph and vehicles often exceed this as the location is shortly after a 70 mph dual carriageway section.

There are similar visibility issues with lorries and HGVs leaving the A20 side road, where they have to pull slowly across Sandyhurst Lane, blocking its entire width. Again, this creates significant road safety issues, particularly in darkness.

Vehicle and trailer management

Prior to the introduction of the experimental trial overnight parking ban, there were frequent examples of the A20 side road at Potters Corner being used for vehicle and trailer load management. Trailers were often left for extended periods and, in some cases, abandoned when full of unwanted items, such as used tyres. This created a dangerous situation as the loads began to fall out of the trailers and resulted in significant extra costs to tax payers as local authorities had to remove and dispose of the abandoned trailers and their loads. Introduction of the overnight parking ban trial prevented this type of “permanent” parking.

Damage to infrastructure

Prior to the experimental trial overnight parking ban, there was a considerable amount of damage caused to the infrastructure such as kerbs, verges, bus stops and signs, resulting in significant repair costs funded by tax payers. Such damage is more likely to be caused during the hours of darkness, when visibility is reduced; a permanent overnight ban would help to reduce infrastructure damage.

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