

Lorry Parking Baseline Report

Understanding the Current Situation



Department for Transport

November 2009

Department for
Transport

Prepared by:
John Miles
Senior Consultant

Checked by:
Richard Elviss
Regional Director

Approved by:
Jonathan James
Director

Lorry Parking Review

Rev No	Comments	Checked by	Approved by	Date
1				July 2009

Telephone: 0161 927 8200 Fax: 0161 927 8399 Website: <http://www.aecom.com>

Job No 60050452

Reference

Date Created 02 June 2009

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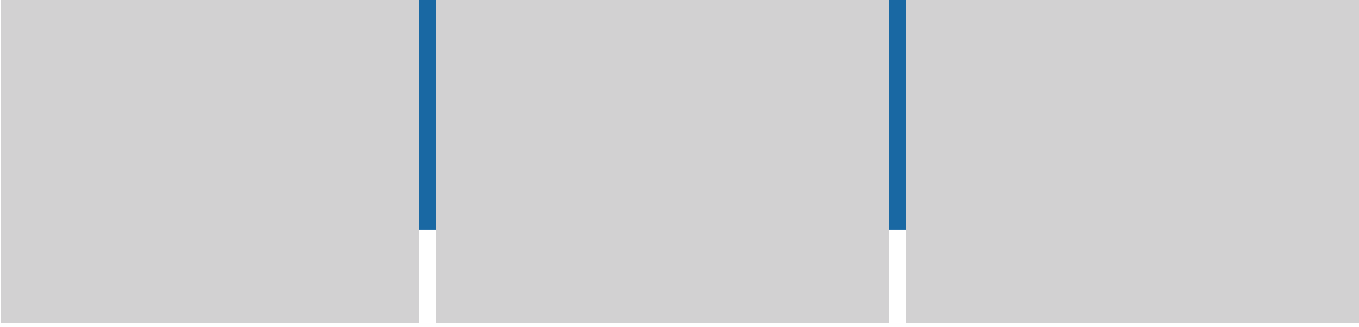
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1 Introduction

1 Introduction

1.1 Background to the Task

The Department for Transport (DfT) is the policy lead on lorry parking and associated rest areas. The DfT are conscious that the provision of lorry parking facilities in England is often considered inadequate, by a variety of stakeholders, including lorry drivers themselves, their managers, other road users, associations, councils and residents of areas where lorries frequently park.

This report will outline the current situation of lorry parking and its associated issues. This is to be used as a baseline document underpinning the development of a strategy / action plan for lorry parking provision in England.

1.2 Objectives

This lorry park report:

- Provides classifications of different types and service levels of lorry parking facilities;
- Ascertains the most current (known) levels of supply and demand for lorry parking facilities;
- Demonstrates the key motivations for drivers who do stay at lorry parks;
- Reports on the state of supporting policy and associated infrastructure for lorry parks;
- Draws attention to the current planning process and policy documents; and
- Sets the scene for the resultant lorry parking strategy/action plan.

1.3 Classifications of Lorry Parks

Like many types of facilities (e.g. hotels, restaurants) lorry parks do not aim to be of one uniform standard. Instead, they come in a variety of forms, offering different levels of amenities, security and safety, which drivers and dispatchers will select. This is dependent on several factors including their type of payload, journey origin/destination, what they or their employer is willing to pay for and also the conditions set out by shippers.

The following Table 1 lists facilities which might be expected at different standards of lorry parks, it should be noted that this table is for description purposes only and does not follow any formal standard or definition of lorry parking:

Table 1 Different Types of Parking

Lorry Park Type	Basic	Intermediate	Premium
Facilities			
Security	Often a lay-by or industrial estate, with no security provision	Parking area normally lit, though few other security features	Site well lit, with CCTV and security patrols. Likely to have site barrier in addition to perimeter fencing
Parking surface	Likely to be rough ground	Likely to have a reasonably even surface	Well maintained surface
Food options	Very limited. Caravan serving limited selection of hot food	Café serving 'value for money' meals	Restaurant serving reasonable quality of food, longer opening hours than for intermediate lorry parks
Hygiene facilities	Unlikely to be a toilet block or washing facilities	Site will have toilet block and shower facilities	Site will have toilet block and shower facilities. Possibly facilities for washing clothes
Other facilities	None	Possibly a shop or TV lounge provided	One or more shops, TV lounge.
Approximate cost	Free, or very low price	Usually £6-14 per night (may include a voucher to spend in the café)	Usually £15-25

The above table provides examples of basic, intermediate and premium parking areas. It is important to note that parking can also be classified as appropriate or inappropriate. Using the examples from above the majority of lorry parking that would be classed as basic, would also be classed as inappropriate. This is especially the case where parking occurs in lay-bys or industrial estates, where a driver may be put at risk or creating a safety concern for motorists and local residents. However, it is recognised that some lay-bys, set back from the road do offer basic but appropriate parking. A final consideration of whether lorry parking should be classed as inappropriate in a lay-by depends on the reason for stopping i.e. if it is for a short break only, or for a possible emergency then this would be appropriate.

A final way to distinguish between lorry parks is to classify them as a:

- Motorway Service Area (MSA);
- Independent Lorry Park; or
- Local Authority Lorry Park.

The three classifications above would normally be of an intermediate or premium level of parking; however they do hold inherent differences as shown in the table below:

Table 2 Types of Parking

Motorway Service Area	Independent Lorry Park	Local Authority Lorry Park
Located on the strategic road network of motorways throughout the UK, therefore they are linked to the Highways Agency remit	Normally located on the trunk road network of A roads throughout the UK	Normally located on the trunk road network of A roads throughout the UK. There are very few of these facilities in England. *There are also a number of other local authority parking sites in urban areas that may operate as car parks during the day and cater for lorries at night. However, these are not usually formally designated and have small capacities
Although parking bays are segregated they share facilities with other road users. Very few have dedicated lorry driver facilities	These are normally dedicated to lorry parking, however sites that have a café may open up to other motorists depending on the level of security the site is aiming to achieve	These are normally dedicated to lorry parking, however sites that have a café may open up to other motorists depending on the level of security the site is aiming to achieve
MSA will usually hold at least 40 vehicles	The size will vary from 5 lorries up to 250. This shows the varying nature of independent lorry parks	The size will vary from 5 lorries up to 250. This shows the varying nature of independent lorry parks
Normally expensive to park i.e. £15 plus	They have the highest variance in price and in the standards that are provided	They have the highest variance in price and in the standards that are provided
Normally has good security, CCTV, patrols etc although not normally a fence due to planning policy. This means people are free to move around who are not drivers	Some independent sites will only have 'basic' facilities, the one constant factor is that they must provide overnight parking and have toilets to make it appropriate	Some local authority run sites will only have 'basic' facilities, the one constant factor is that they must provide overnight parking and have toilets to make it appropriate
Normally form part of a large chain of private investors e.g. MOTO, Welcome Break, or Road Chef	Normally they are privately owned and family run businesses	These sites can be leased by the local authority and privately run. There are very few sites that are owned and also run by local authority
* Not all MSA cater for lorries	These are not always associated with the Highways Agency and may fall under the responsibility of the Local Authority	These will fall under the responsibility of the Local Authority

1.4 Examples of Different Lorry Park Types

Basic lorry park – Super Sausage, A5 near Towcester



Facilities provided: Café,

Middle-Range Lorry Park – Hilltop Café, Bury St Edmunds (near A14)



Facilities provided: Restaurant, shower block, lighting, set back from road to improve security

Premium Lorry Park – Ashford International Truckstop, near Ashford/A20



Facilities provided: Restaurant, shower block, lighting, security gate and fencing, games/TV room, evening activities/performance room, bar, multilingual.

MSA Medway (Premium Parking)



Facilities include restaurants, showers, a selection of shops and fast food outlets, floodlighting, separate HGV areas, CCTV, gaming areas.

1.5

Why We Need Lorry Parks

According to DfT statistics (2008), there were approximately 446,000 HGVs licensed in Great Britain in 2007. They transported approximately 1,869 million tonnes of haulage a total distance of roughly 161.5 billion tonne kilometres.¹

Secure lorry parking is a high priority for most drivers and their employers. There are a number of statistics that highlight the importance of secure parking and why it is required. On a European Level the total loss of value due to theft of cargo and / or the vehicle can be estimated at more than €8.2 Billion each year. Of this amount an estimated €450 million is not declared by the transport operators². Within England there is estimated to be 40,000 truck crimes that occur annually and over £500 million worth of trucks and goods being stolen, with over 3,000 HGVs being taken each year and never recovered.³ This statistic is not based on just reported incidents but estimates what the total extent of the problem could be. Recent statistics produced by Truckpol which are purely reported incidents shows that in 2008 crime rose by approximately 40% to approximately 4,700 incidents in England, costing the industry £100 million.⁴

This concern over security is the reason why many employers budget for the cost of overnight stays at lorry parks or motorway service areas in their charges. Many drivers carrying valuable items are required by their employers to use such secure facilities for overnight stops.

It is difficult to know exactly how many lorry parks exist as they are not required to be registered anywhere and some of them are more 'formal' than others. However, the Highway Agency have published a Truckstop Guide which lists approximately 100 of them in England, which would offer a basis for estimating the overall number nationwide. Behind this statistic there are approximately another 60-70 known sites that do not appear in the Truckstop Guide, and beyond this there are all of the Motorway Service Stations that also provide different degrees of lorry parking provision.

¹ Transport Statistics Great Britain: 2008 Edition, Sections 9 and 4 - <http://www.dft.gov.uk/pgr/statistics/datatablespublications/tsqb/2008edition/> (figures do not include Northern Ireland)

² Organised Theft of Commercial Vehicles and their Loads in the EU – European Parliament July 2007

³ TruckWatch (a joint initiative between the Road Haulage Association, Freight Transport Association and the police) - <http://www.rha.net/security-services/plonearticle.2006-04-12.5070038651/>

⁴ Truckpol Crime Statistics - Commercial Motor, January 2009

1.6

Structure of this Document

The remainder of this document is divided into the following sections:

- Chapter 2 presents current demand and provision of lorry parks;
- Chapter 3 considers driver motivation for using lorry parks;
- Chapter 4 presents known issues with regards to lorry parking facilities;
- Chapter 5 presents a summary of the planning policy;
- Chapter 6 summarises the key messages of this report and sets the scene for the strategy/action plan;
- Appendix A: List of Lorry Parks in England; and
- Appendix B: References

2 Current Demand and Provision

2 Current Demand and Provision

2.1 Introduction

In 2006, there were approximately 214 lorry parks operational in England⁵ (including MSA). However, a number have closed and opened since then. An audit of this figure was recently carried out for the Highways Agency (HA), with 99 lorry parks confirmed as open and wanting to appear in the updated HA database (only including MSAs with a truckers' lounge). A number of others were still open but declined to appear in the new database with fears they would not still be open in a few months time due to the current economic downturn. Approximately, 47 of those previously on the HA list had closed down or were not contactable (telephone numbers invalid and mail returned undelivered) – suggesting they too had closed. Truckstops in England from the recent update work can be found at Appendix A or on the following webpage: <http://www.highways.gov.uk/knowledge/13659.aspx>

In order to fully understand the demand and provision requirements there would have to be a build up of further and more reliable data. This may involve audits and surveys on more days of the year than previously undertaken. It is apparent that the work already undertaken has been useful to act as a 'pointer' to where potential issues may be. It is also worth noting that any future work to fully understand demand and provision would have to cover all MSA.

It should be noted that such statistics on the amount of lorry parks in operation and the facilities they provide is notoriously difficult to maintain. As data records grow this also compounds the problem further. If a model of lorry parking and/or map of current future demand is produced it is likely that an updating process will be required that engages with the lorry park managers.

Whilst sole-use lorry parks are held in higher regard by lorry drivers than Motorway Service Areas, there are considerable variations in perceived quality and value for money. This means that popular lorry parks are full most nights and this leads to many drivers having to find alternative stopping places when low on driver time.

Several Local Authorities have reported problems with lorry parking in their jurisdictions, however many of these do not have strategies for managing HGV movements and parking. Most also believe that highways authorities and central government should be at least partially responsible for the provision of such facilities.

2.2 Lorry Parks in England

A list of lorry parks is available at Appendix A. This data has been collected by AECOM in November 2008 on behalf of the Highways Agency. A decline in driver working conditions, social conditions and potential increase in crime all need to be averted through promoting the use of truckstops and deterring vehicles from parking in inappropriate and vulnerable locations. The HA Truckstop Guide aims to help lorry drivers and freight transport operators plan their journeys and to raise awareness of lorry parking locations. This is used to encourage the use of secure and safe parking facilities as opposed to grass verges and lay-bys.

⁵ National Lorry Park Audit, September 2006, Highways Agency

Table 3 Lorry Parking Numbers in Truckstop Guide

Truckstop Type	Number contacted	Number on list after 2008 update*
UK - In previous guide (2006)	102	69
UK - Newly contacted (2008)	80	30
UK - Declined to appear on list but still in operation (2008)	N/A	29
Scotland & Wales	Scotland	33
	Wales	8
TOTAL NUMBER OF UK TRUCKSTOPS LISTED**		169

* Update only covered English sites – not Scottish and Welsh

** This does not include all MSAs (only MSA with specific truck related facilities were approached and included in this guide e.g. those with a truckers lounge)

During the 2008 database audit for the HA, 182 sites were contacted to appear in the updated database, an increase of 80 on the previous list. Of this, only 99 requested to appear on the new list. This highlights how volatile lorry park trade is, despite there being a perceived need for more spaces across the country. Of those who appeared on the list previously in 2006, 69% wanted to reappear and a number praised the HA Truckstop Guide for increasing their business. The guide had helped to direct trade and business to their premises which otherwise went unnoticed by lorry drivers. This highlights a lack of communication to drivers of suitable places to rest both by local authorities and transport / fleet managers. Overall there are 169 truckstops listed in the UK, although not all MSAs are included in this list as not all of these have specific facilities for HGV drivers. Additionally, several independent truckstops may be operating without our knowledge.

The 99 in England that are now re-appearing in the HA Truckstop Guide provide 8120 spaces for parking during the day and 8028 spaces for overnight parking. It is important to remember that this is understating the total amount of spaces due to only a few MSAs being included. This is an 8% increase in day spaces and 7.5% increase in night spaces on the previous HA truckstop database in 2006. Although this shows an increase in spaces, there is evidence of increased closures i.e. those contacted for the previous guide (2006) that declined to appear and when re-contacted were no longer in operation. Some examples include NT Wolverhampton and on a smaller scale Anthea's Country Café in the South West. It is therefore thought that the total number of lorry parking spaces could actually be declining year on year.

2.3

Local Authority Experiences of Current Lorry Park Provision

A consultation exercise was carried out by AECOM in May 2008 on behalf of the Highways Agency to investigate opinions and experiences of English Local Authorities with regards to lorry parking.⁶ It should be noted that obtaining information on lorry parking at the local level can be difficult due to a number of Local Authorities not having a dedicated resource to research lorry park situations in their respected areas or maintain an understanding of the situation. The results showed that many Local Authorities were not taking a very proactive role towards the management of their road network in regards to lorry parking. Findings were as follows:

2.3.1

What is the situation like at present?

- 20 out of the 37 responding Local Authorities were experiencing problems with unauthorised parking of HGVs on the Strategic Road Network (SRN); of these, 13 said more lorry park provision was needed;
- Only 8 of the 37 Local Authorities were happy with the level of lorry parking provided in their areas;
- 33 of the 37 Local Authorities believed the HA were at least partly responsible for lorry park provision in their jurisdictions. 5 of these authorities believed the HA was wholly responsible for this.

⁶ Lorry Parking Review: May 2008

2.3.2 *What is being done to resolve problems*

- 11 out of 37 Local Authorities are involved in monitoring what lorry parks operate in their areas;
- 23 of the 37 Local Authorities have a freight strategy (not necessarily lorry parking), whilst a further 4 are currently producing one and 7 others said they would be addressing lorry parking in the future. 6 of the 23 Local Authorities with an existing policy said that they did not expect to have to address truck parking in the future;
- 18 of the 37 Local Authorities have a freight map (either in paper or electronic form).

A more comprehensive survey of Local Authorities may be required to identify areas of need. This may also help to build up contacts to monitor the situation at the local level over the longer-term.

2.4 **Current Utilisation of Lorry Parks**

An audit of lorry park utilisation was undertaken in England in 2006⁷ by AECOM on behalf of the Highways Agency. This report contained many detailed investigations into the supply and demand for lorry parking in all areas and on major routes in England (including all MSAs). The results in the remainder of this section are sourced from this document.

The audit found that overall the average lorry park or MSA audited was 31% full during the day and 57% full at night, suggesting there was plenty of spare capacity. However, this figure was very variable across lorry parks, with some very infrequently used and others operating at above capacity much of the time. MSAs on their own had utilisations of 52% during the day and 72% at night, whilst independent lorry parks had utilisations of 18% during the day, and 47% at night.

The locations with the highest utilisation are generally found along the heavily trafficked strategic corridors, most convenient for lorry drivers who spend most of their time on these routes. Lorry parks near these strategic routes had 70% average utilisation. The average utilisation of the busiest half of all lorry parks audited was 81% at night. As this figure itself is very variable through factors such as location time of day, and in particular during different days, weeks and months, it is expected that for a substantial proportion of the year these facilities are working at, or above, capacity.

Different regions and strategic roads that cut through a number of regions also have vastly different lorry park utilisations. Some examples of areas with highly-utilised lorry parks are as follows:

- M25 and M40 – utilisations over 96% on average (combining MSAs and independent lorry parks);
- Greater London and the South East have the highest average overnight lorry park utilisations (87% and 69% respectively);
- The East Midlands has the highest average overnight MSA utilisation (91%), followed by the South East (82%) and Greater London (81%);
- The West Midlands has the highest average overnight independent lorry park utilisation (57%), followed by the North West (54%) and Eastern England (52%).

The following graphs highlight how average utilisation varies significantly between different routes and in different regions:

⁷ National Lorry Park Audit, September 2006, Highways Agency

Figure 1 Average Utilisation of MSAs (by region)

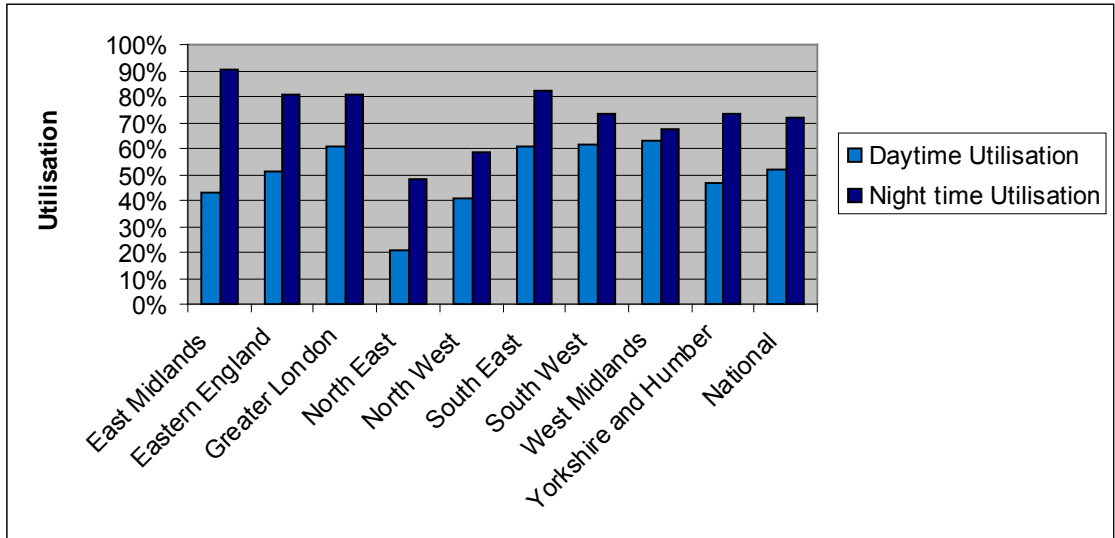


Figure 2 Average Utilisation of Independent Lorry Parks (By Region)

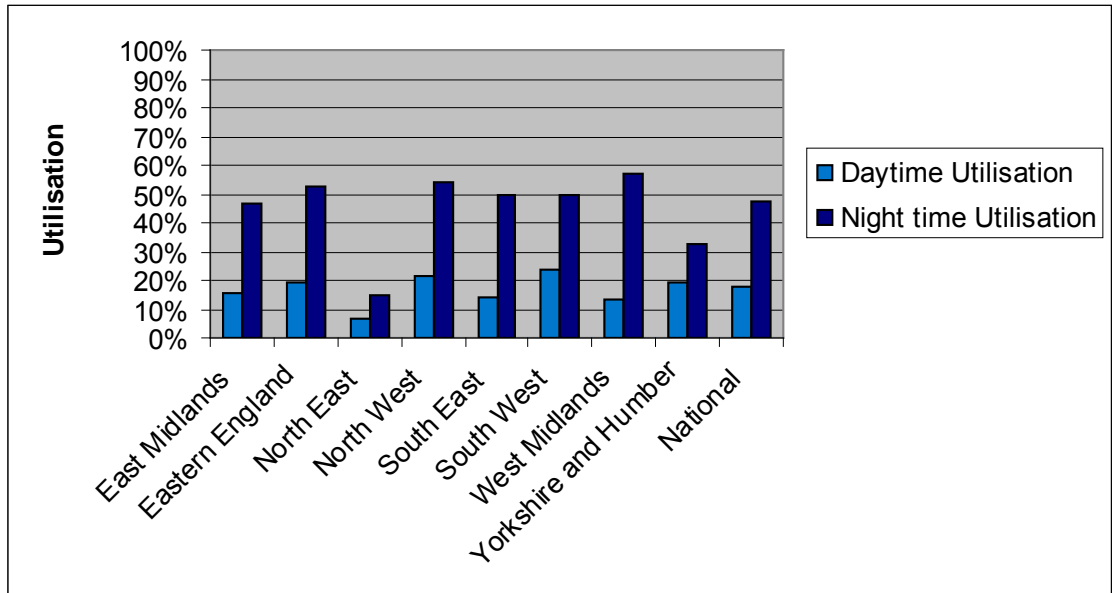


Figure 3 Relative Usage of MSAs and Independent Lorry Parks During Day (By Region)

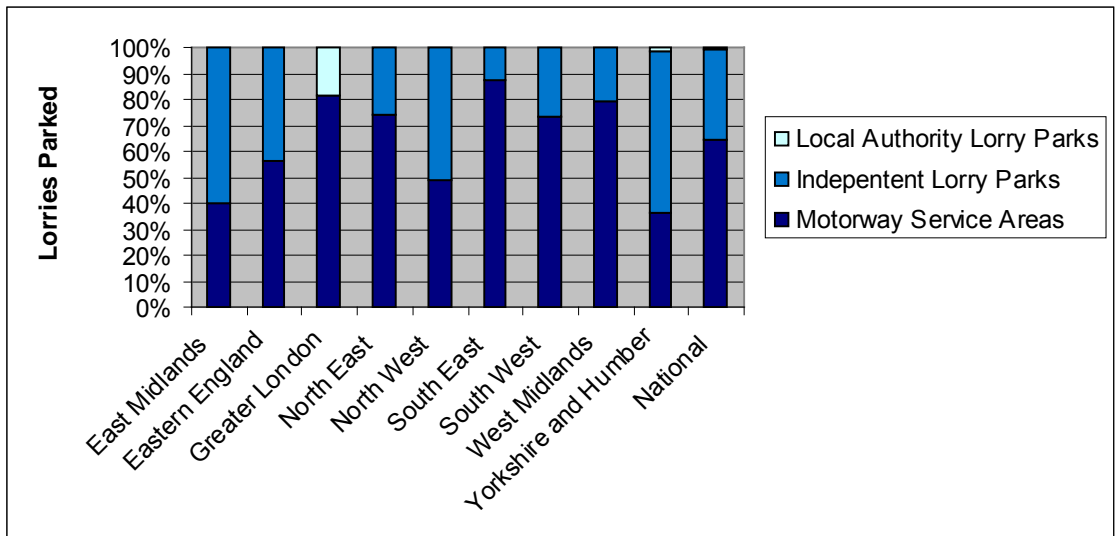


Figure 4 Relative Usage of MSAs and Independent Lorry Parks At Night (By Region)

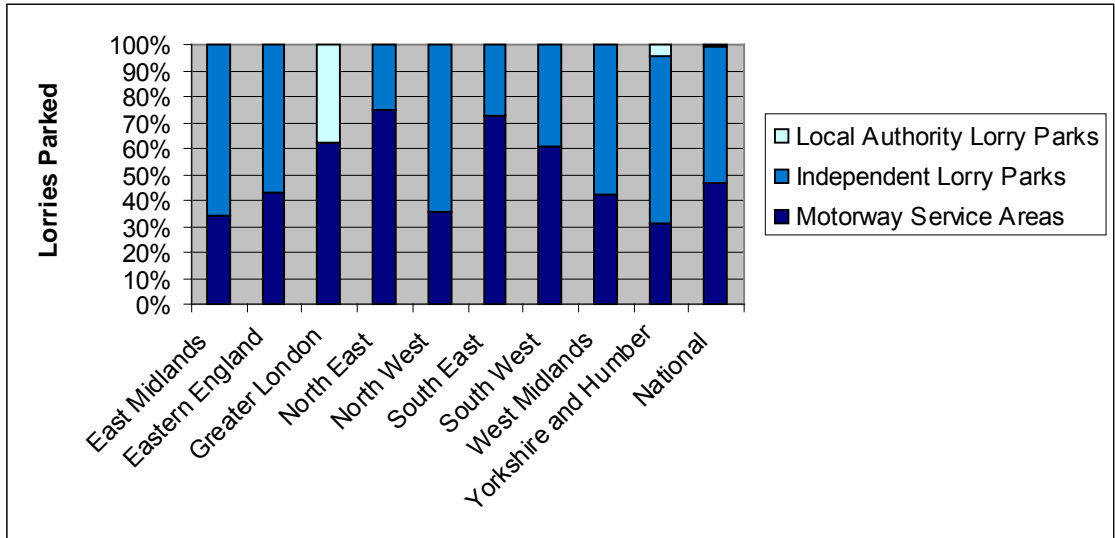
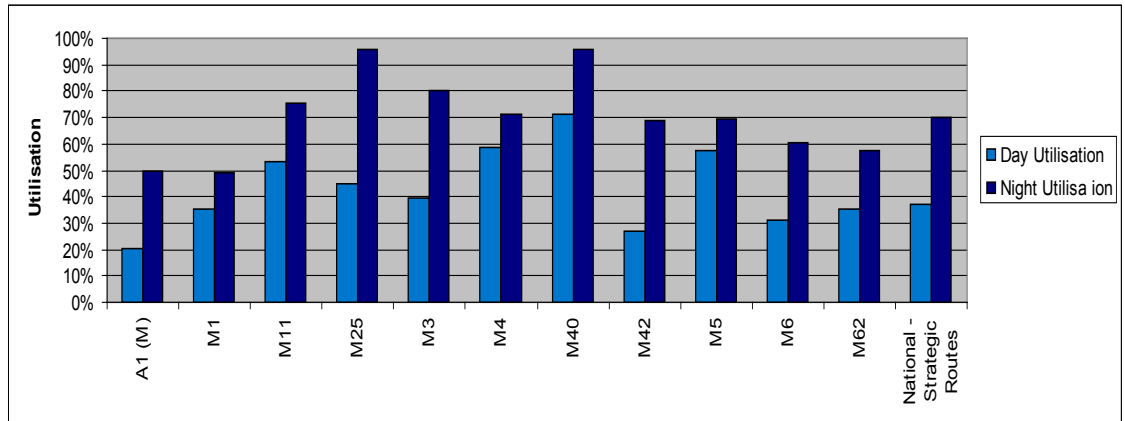


Figure 5 Utilisation of Lorry Parks on Strategic Corridors



The accessibility of MSAs to the motorway network and comprehensive signing for considerable distances in advance of them lead to their average utilisation being significantly higher than other lorry parks, even to the extent that some independent lorry parks are still under capacity whilst demand at nearby MSAs significantly exceeds supply. In a survey of Drivers they reported that independent lorry parks are rarely well-signed from the HA network and so awareness of them by drivers is poor. There is plenty of potential to increase utilisation of these lorry parks, as drivers have a clear preference for using independent lorry parks over MSAs, believing the quality of food and general standard of service to be better value for money.

This leads to the conclusion that better dissemination of the location of lorry parks through the Highways Agency Truckstop Guide for England and improved signage from the HA network could significantly improve the utilisation of independent lorry parks, reducing the excess demand at MSAs which can lead to vehicles being forced to park in unsafe locations.

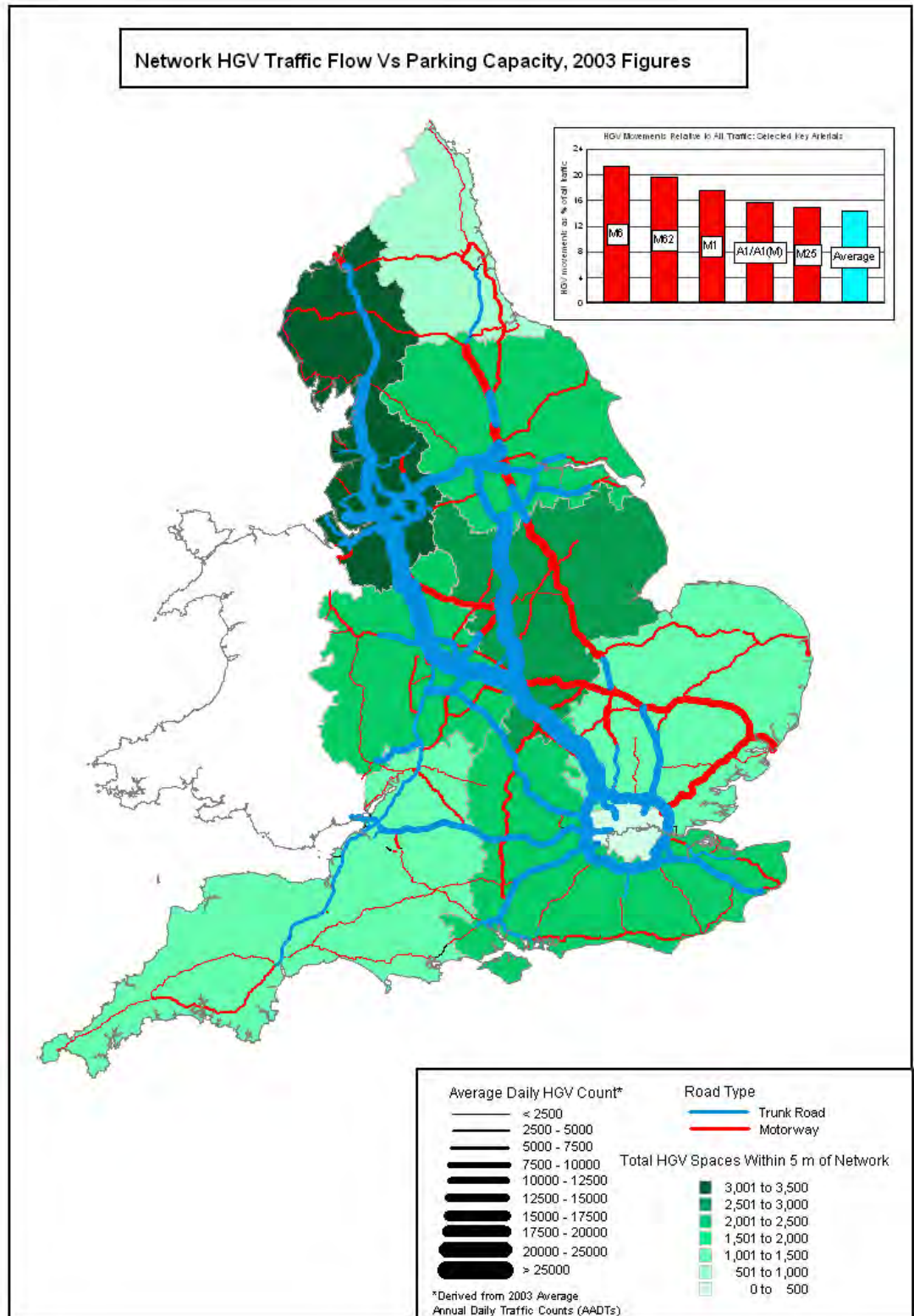
A few other key facts identified from the audit were that:

- Independent lorry parks provide 62% of overall capacity;
- There are more lorry parks on the M6 (32) than any other corridor;
- 13% of all parked lorries were observed as parking off-site, potentially costing the lorry park industry approximately £2.5million⁸ on an annual basis (based on parking revenues only). This was most prevalent in the East Midlands, where 26% of all lorries did not use lorry parks (possibly this was caused by the very high utilisation figure for MSAs in this region).

⁸ This figure is an approximation derived from 1,000 (vehicles not in lorry parks - offsite) x 185 (average days available) x £13.50p (estimated average parking charge) = £2,497,500 (Annual Parking Revenues)

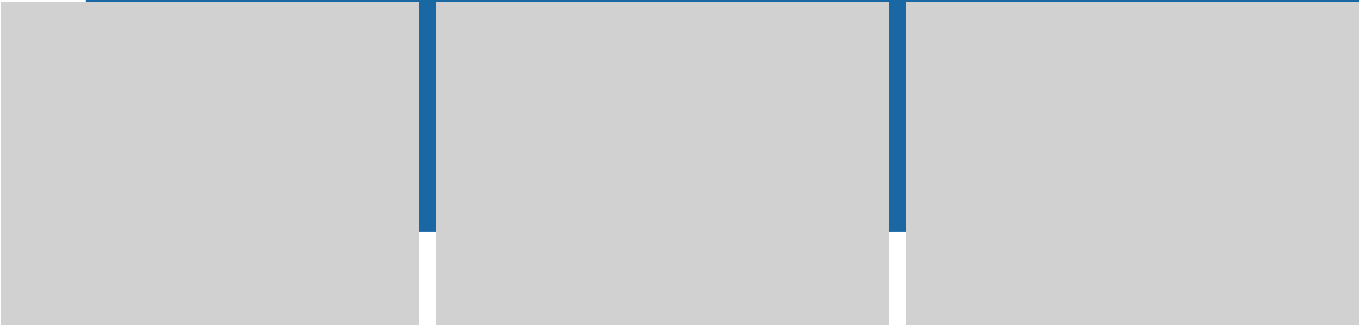
Figure 6 shows where lorry flows were highest and where supply of lorry parking spaces could be found (figures from 2004). This highlights the huge importance of key trunk roads such as the M1 and M6 for freight traffic and the potential benefits from developing lorry parks near to these to increase the capacity, as this is not currently sufficient.⁹

Figure 6 Network HGV Traffic Flow vs. Parking Capacity, 2004 Figures



Further details on the demand for and utilisation of lorry parking can be found in the following report - National Lorry Park Audit, September 2006 (Highways Agency).

⁹ Figure 6 Highways Agency Lorry Parking Review 2004



3 Driver Motivations

3 Driver Motivations

3.1 Introduction

This section details what the key motivators are for lorry drivers. A survey was carried out by AECOM on behalf of the Highways Agency in July 2008¹⁰, which set out to identify lorry drivers' opinions on aspects of lorry parking and truckstops. Surveys were mainly conducted in MSAs and Truckstops (independent lorry parks) themselves, with some also being conducted in Lay-bys. The findings described in the remainder of this section are sourced from this document.

3.2 Reasons Why Drivers Use Lorry Parks

The survey found that 25% of drivers would usually park in a lorry park overnight, 24% in an MSA and 20% in lay-bys. The remainder tended to park wherever they could find space and wherever was convenient (independent of type). Table 4 illustrates the key reasons why drivers choose lorry parks:

Table 4 Reasons Why Drivers Choose MSAs, Truckstops or Lay-bys

Attribute	MSAs		Truck stop		Lay by	
	British %	Euro pean %	British %	Euro pean %	British %	Euro pean %
Secure parking	63	65	63	43	9	0
Facilities e.g. showers	39	49	46	57	1	0
Cost	6	0	20	21	62	30
Company policy	44	37	23	14	5	20
No choice, run out of driver time	15	21	13	14	24	60
Do not have to detour	16	16	9	21	14	40
Quiet	3	26	14	21	14	30
24 hour opening	18	30	21	36	9	10
Know there will be space	10	7	15	36	6	10
Quality of food	6	12	23	7	5	0
Beds	2	0	1	0	0	0
Base	62	43	94	14	78	10

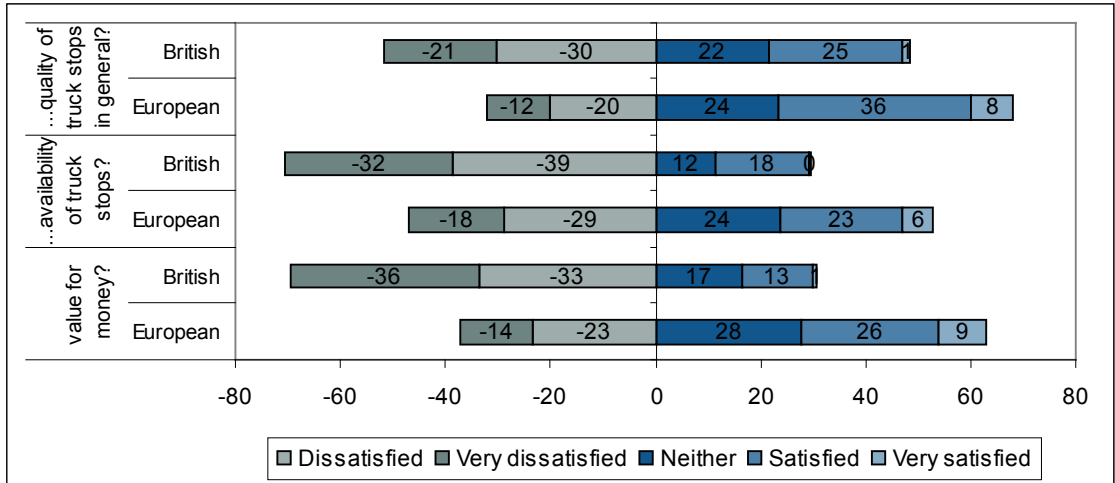
Cost is the key reason for drivers using lay-bys, with 24% of lorry drivers who were interviewed refusing to ever pay for lorry parking. The average amount that other lay-by users were willing to pay was also less than for drivers interviewed at independent lorry parks and MSAs.

3.3 Driver Opinions on the Quality of Existing Lorry Parking Facilities

The opinions of drivers on independent lorry parks was very mixed, with some being very scathing of their quality, whilst others believed that they were better than MSAs, so giving relatively positive reports. Many British drivers drew comparisons with lorry parks in France and thus gave poor marks, however foreign drivers were much more positive in their analyses which may show that expectations are lower in this group, as Figure 7 suggests:

¹⁰ Lorry Parking Final Report, Highways Agency, September 2008

Figure 7 Driver Opinions on Independent Lorry Parks



3.4 Key Requirements for High Standard Lorry Parking Facilities

Drivers were asked what the most important criteria were when judging the quality of facilities. The following criteria were highest priority:

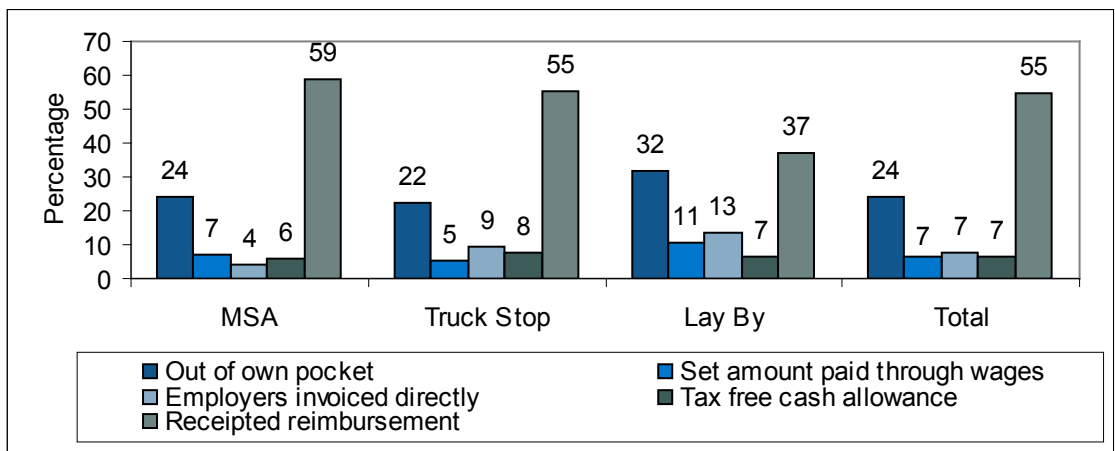
1. Clean toilets and showers (cleanliness was mentioned in almost every case, suggesting that at many locations this was not being achieved).
2. Decent security (CCTV was often mentioned).
3. Reasonably priced good food (there were several complaints about meal vouchers, where drivers were unable to make use of them because the café did not open until after they had left the site).

Such criteria should be considered in any subsequent best practice guidance that is provided for lorry parking.

3.5 Who Pays for Lorry Drivers to Use Lorry Parks?

This is a key motivation for where lorry drivers will stay overnight. Most lorry drivers surveyed have expenses paid for them by their companies (hence they have every incentive to use lorry parks and MSAs and make use of any food vouchers on offer). Overall, 76% of drivers have their overnight stays paid for them in some form. The 24% who have to pay out of their own pocket are, unsurprisingly, most likely to use lay-bys overnight. Interestingly, 37% of those parked in lay-bys actually receive a tax free cash allowance, and others in this group also receive a contribution towards parking e.g. set amount paid through wages.

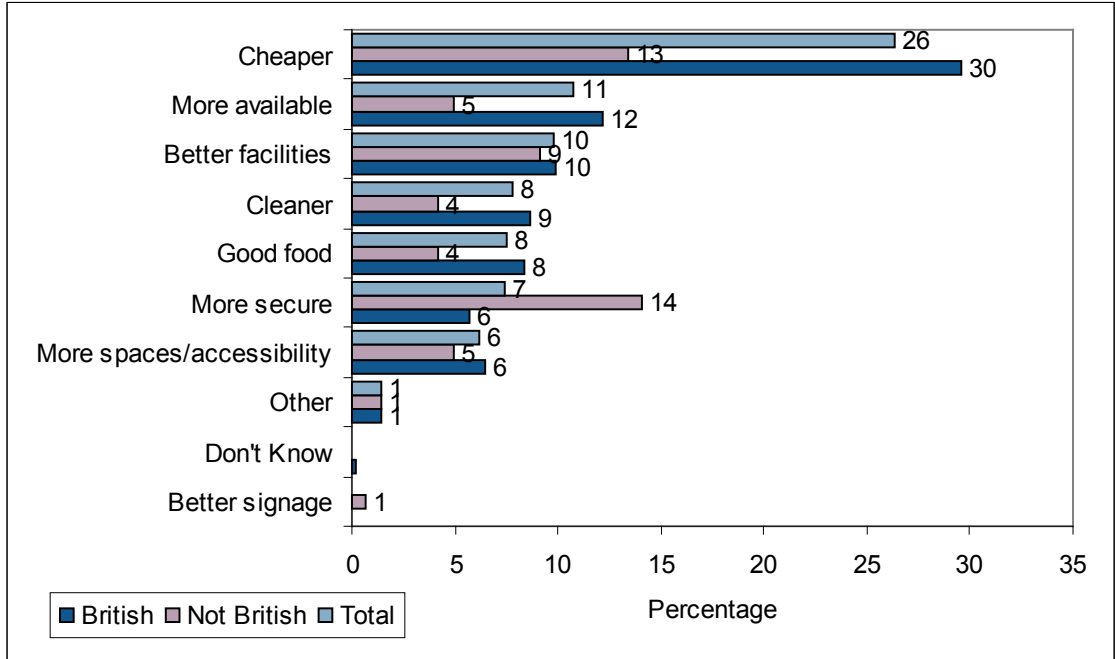
Figure 8 How Drivers Pay For Using Lorry Parks



3.6 How to Improve the Lorry Parking Experience

Drivers were asked to suggest how they would improve lorry parks. The most popular response was to make them cheaper (despite the vast majority of lorry drivers being able to claim their expenses back from their employers, as shown below).

Figure 9 How Lorry Parks Could be Improved



3.7 Where is it Most Difficult to Park Overnight?

Drivers responding to the survey were asked to highlight any key areas where they struggled to find a place to park up for the night. London and the M25 were suggested by 33% of drivers, whilst 15% suggested 'everywhere'. Birmingham and the A14 were the next most mentioned, however each of these was only suggested by 4% of drivers. In past research work there has also been anecdotal evidence that areas in close proximity to major ports of entry (especially Ro-Ro) present parking problems in and around the area.

3.8 Lorry Driver Expectations for Different Standard Lorry Parking Facilities

A series of questions were asked to lorry drivers to better understand which components they felt should be expected for various levels of truckstop, from very basic up to the very best sites.

- For a very basic lorry park, a slight majority of drivers (51%) felt that these should have showers. This was the facility expected by the highest proportion of drivers;
- For a middle-of-the-range lorry park, a majority of drivers would expect a shop and self-service restaurant in addition to showers (although no more than 55% would expect any of these);
- For a top-of-the-range lorry park, security and CCTV were expected by the highest proportion of drivers (over 60%).

Standards expected by British drivers were significantly higher than for European drivers in each case.

3.9 Summary

As the survey shows, lorry drivers are generally deterred from safe parking in lorry parks due to their cost, although the lorry parks are more favourable than MSAs which are deemed more expensive and less value for money. Worryingly, 20% of drivers are happy to park in a lay-by to save money at the risk of their safety. The main reasons for choosing to park in lorry parks and MSAs was their security closely followed by the availability of facilities such as showers and toilets. Not surprisingly, cost was the main reason for parking in lay-bys followed by the drivers not having any choice and lay-bys being convenient and not requiring detours from their routes.

Foreign drivers were more complimentary of UK lorry parks compared to their British counterparts. The quality of UK sites compared to those in Europe was a common problem,

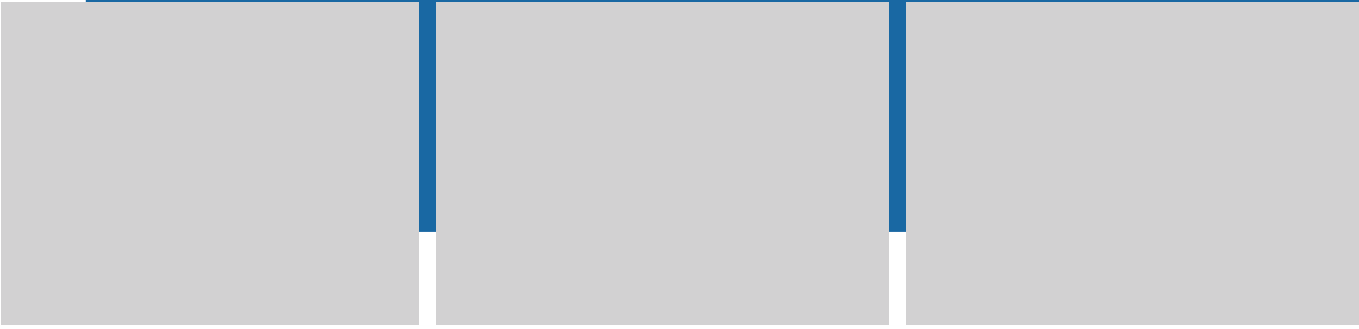
with the facilities in Europe being seen as far superior. The three most important facilities for drivers were stated as clean toilets and showers, decent security and reasonably priced good food. The standards expected by British drivers from the three tiers of lorry park were significantly higher than for European drivers.

Over three quarters of drivers surveyed had their expenses covered by their company in some form. This therefore acts as an incentive in most cases to make use of the independent lorry parks or MSAs, although conversely the survey did also show a high number of drivers using lay-bys.

These results reveal that price and location are the two main reasons (apart from habit) stopping drivers using lorry parks and MSAs over lay-bys and other inappropriate parking. If lorry parks were cheaper or free, were located close to trunk roads or motorways, had clean facilities open at convenient times and had sufficient spaces to cope with demand, use of these centres would probably increase. Unfortunately, even if provision and access to lorry parks was improved, some drivers would still refuse to park there, preferring a free lay-by or side road. However, it is likely that this could only be confronted through some form of policy and behavioural change and providing resource for sustained enforcement.

The drivers interviewed in this survey¹¹ provided anecdotal information that roadside facility operators should endeavour to provide high-quality facilities at all times to reassure drivers that their needs will be sufficiently met. By ensuring consistently high standards of hygiene, service, catering, seating and other facilities, operators are likely to increase both customer numbers and lengths of stay. The consequence will be better-rested and more-alert drivers, and this is likely to have a positive impact on road safety.

¹¹ Lorry Parking Final Report, Highways Agency, September 2008



4 Known Issues

4 Known Issues

4.1

Introduction

There are many issues affecting lorry parking at present, having environmental, social and economic impacts. This section presents some of the problems that are being faced by various stakeholders including drivers, operators, consigners, developers, lorry park managers, the police and local authorities.

To this point the report has highlighted the current understanding of demand and capacity and the driver motivations, showing that there are issues across the network. These chapters have helped to set the scene. However, it is important to go beyond this analysis and try to understand the various elements that create demand and capacity issues and contribute to different driver motivations. The understanding of why we have problems is vital for creating a lorry parking strategy that tackles the most relevant issues in the best way possible.

The difficulty in this task is that the issues and associated impacts all connect, interact and have knock on effects making them hard to describe within individual sections whilst avoiding repetition. To resolve this issue there will be two definitive sections covering:

- i) The challenges of achieving sufficient lorry parking infrastructure; and
- ii) The use of available lorry parking infrastructure

This approach aims to logically go through the issues and impacts. It must be noted that a number of the issues discussed are through a collaboration of anecdotal reports, interviews with a range of stakeholders and previous research. It is therefore expected that further research may be required to substantiate and gain a more robust evidence base on a number of the issues outlined below.

4.2

The Challenges of Achieving Sufficient Lorry Parking Infrastructure

4.2.1

Policy



Since 1992, government policy has been that the private sector should take the initiative in identifying and acquiring sites and seeking planning consent from local planning authorities. These sites are then privately owned and operated. When private developers come forward and identify a section of land for development there is a range of policy to consider at national, regional and local levels (see Chapter 5). The main issue is that much of this policy does not specifically cover lorry parking, meaning there has been a shortage of guidance for the developer as well as the local authorities and local planners. This means that actually acquiring planning permission has been notoriously difficult for many years, especially given the 'dirty image' that has been stereotypically associated with lorry parking facilities i.e. not something residents would particularly want to see in their area. There has been a number of planning applications that have been turned down.

This situation makes the decision making process difficult for local planning authorities. However, the shortage of guidance is wider than direct applications of lorry parking. There is also no policy that looks at the requirement of lorry parking when new freight generators are developed i.e. there have been a number of anecdotal calls that planning restrictions should provide for overnight parking as part of any new development that will affect a local area, e.g. new industrial areas should include provisions for loading/unloading and adequate safe parking whilst waiting for delivery slots etc.

The current system means that local authorities do not need to consider lorry parking directly, as there is no specific policy outlining what should be considered. However, given rising crime levels and other issues, lorry parking is starting to be considered indirectly through councils

wanting to hit other targets. Some form of guidance would help them to understand what should be analysed and the options available.

4.2.2

Development Cost



Apart from gaining the planning permission, there are a number of further barriers that are to be faced by the prospective developers. This is the decision making processes for deciding on the size of development, the type of security, funding options, business rates, how much land is required, levels of staff which essentially all add into the business model, what added value services to include. Currently, there is little information available on the best practices for developing such sites. The decisions that are taken during the planning stages can be critical to the long-term success of the development.

There are further barriers to just a lack of information about lorry parking costs. There are the actual known factors which are high value land and Greenfield classifications. With planning restrictions regarding the development of Greenfield sites, many Brownfield sites that could be designated for lorry parking and providing driver rest facilities are being developed into more profitable uses. This is further compounded by the fact that many of the sites that could be used for lorry parking provide excellent access to the strategic road network. Another spin off of the restrictions regarding Greenfield developments is that sites with existing lorry parks are becoming attractive alternatives for developers. This is particularly relevant for council run lorry parks, as some local authorities (e.g. Southampton) are closing down their existing lorry parks and using the space for more profitable developments. These problems have become acute in the South of the country, where land use pressures are significant.

However, due to the current economic downturn, investors are becoming increasingly reluctant to support vast retail projects. Interestingly, lorry parking may become an attractive alternative development opportunity as the cost of developing a suitable site may be significantly less than developing a state of the art retail or business park. With there being high demand for improved and increased lorry park services, investing in their development is considered low risk despite smaller returns when compared to retail or property schemes. Therefore, for investors and developers, lorry parks may start to look like an interesting and potentially profitable option which will not be as severely effected by the economic climate if placed in key areas with high demand and easy access i.e. reduced risk.

4.2.3

Financial Return



The financial returns for lorry parking businesses are based on relatively small margins; which is particularly the case in smaller size lorry parks. This issue coupled with planning and development cost barriers means that they are not always the most attractive form of investment. However, if they can be developed in the correct locations they will be viable and more likely to turn over a good profit.

The overheads associated with lorry parking are also high when compared to the revenue that can be generated. Just in terms of sewerage, water, basic infrastructure maintenance and staff, the costs are significant. There is also the issue of business rates set by the valuation office. There are a number of anecdotal reports that these are usually too high when compared to the type of business a lorry park can generate. This can lead to an appeals process that can be very costly to the business.

Many lorry drivers travel with all the belongings they need to survive whilst away from home, including food. As such, they do not always need to purchase peripheral items and use the added value services. Consequently, there are a number of locations where the market for revenue generation aside from compulsory parking charges is very tight.

It is clear that there are a number of challenges for achieving a sufficient level of lorry parking infrastructure across the network. These challenges span from the policy to the actual development cost and long-term viability of the sites. However, an interest in lorry parking does remain in the private sector with some new sites opening every year. If some of the challenges can be overcome it may help further investors to come forward.

The next section looks at the actual use of available infrastructure. This is important as there are considerations far beyond just delivering sufficient capacity i.e. once there is sufficient capacity will it be used?

4.3

The Use of Available Lorry Parking Infrastructure

4.3.1

Parking Costs



Anecdotal information shows that there is sometimes an attitude, mainly with European drivers who are used to not having to pay in European lorry parks and who will therefore find alternative locations to park free of charge (sites which are often inappropriate). While some drivers have expenses paid by their employer through tax-deductible receipts, for those that do not (or who receive a set allowance), there are still financial incentives to not use lorry parks i.e. if no proof of parking is required. Even if more sites are developed and more parking becomes available, they may not be used. It must be noted that issue does not have a full evidence base and would require further investigation to establish this extent to which drivers are keeping expenses rather than using them for parking.

A strategic approach is therefore needed to identify not just where parking is required but also the type of parking facility needed. Sites accepting cash may not be suitable for foreign drivers who are carrying Euros or other currencies. Providing facilities which can be paid for by credit or debit card either at the time of arrival, or in advance by phone or over the internet would increase access to the sites. This would also allow operators to pay for their drivers to park in sites in advance, meaning there is no cost (to be claimed back) by the driver. It must be noted that parts of the industry are already undertaking such practices; however, reaching certain groups and changing behaviour patterns will be much harder.

A cashless voucher scheme could be one approach to further increase access for foreign drivers (and indeed UK drivers) who could purchase a booklet of vouchers and exchange them upon arrival at the participating truckstop.

In 15 countries across Europe (including the UK), there is already a Eurotrafic fuel card in operation which welcomes drivers in 13,000 outlets, 3,000 of which specialised in heavy goods vehicles and can be used to pay for fuel, tolls, vehicle washes, maintenance and in the shop. Other facilities for example toilets, showers and restaurants are available to access 24hours a day free of charge. This fuel card has been available through TOTAL. A similar approach or an extension of this system across UK truckstops to offer a card to pay for services would improve operator responsibility, prevent drivers being out of pocket and encourage use of truckstops instead of lay-bys.

4.3.2

Operator Responsibility



It is important for operators to engage in best practice and retain responsibility over the drivers at all time including when out on the road, not just when the driver is in their home depot. This therefore extends to ensuring that their drivers have the means and the resources to be able to park safely and securely overnight. Operators who provide their drivers with cash to pay for their overnight stays without providing evidence are inadvertently encouraging drivers to find cheap or free places to park, which may compromise the safety of the driver, the vehicle and the load. This is apparent in cases where the driver may try to keep the amount he spends from his allowance at a minimum so they can retain the remainder. This is linked to the issues discussed in section 4.3.1, however, this section recognises that there is a need for operators to take responsibility for the costing mechanism for parking. Instead of providing cash for drivers to cover their costs, alternative methods could be considered to improve best practice and promote driver and vehicle safety, possibly through a more evidence based approach.

Operators also need to consider the arrangements made regarding 'just in time delivery' windows as more flexibility and contingency to prevent vehicles having to park inappropriately to await their allocated delivery slot could be investigated. The operators could arrange with the delivery depot to allow the vehicle in earlier or ascertain if there is space for the vehicle to wait

in near-by lorry parks. Drivers could communicate with the depots either by phone or links with the in cab telematics system to give advanced warning of their location and expected arrival time. The use of lorry parks as holding points would also be mostly cost free as many do not charge for the first two hours. The lorry parks would benefit however from those that used the value added services.

4.3.3

Awareness of Lorry Parking Locations



Utilisation statistics from the Highways Agency National Lorry Park Audit (September 2006) shows MSAs are more full than the independent lorry parks. This is despite independent lorry parks being the preferred choice of drivers when asked. This indicates a lack of awareness of independent lorry parks and potentially a lack of tools available for locating them. There is significant scope for raising the awareness of the location of independent lorry parks, through measures such as improved signage and marketing initiatives (e.g. HA Truckstop Guide for England).

The Highways Agency produces a Truckstop Guide which details a number of truckstops in England. It includes details of their facilities, costs, location and security arrangements. The main problems with the guide stem from the closure of lorry parks, quickly making the guide inaccurate and unreliable. The guide was originally printed and distributed free of charge to lorry parks and MSAs to hand out to drivers. The guide is also available on the HA website with the individual truckstop details available to download and print. With the rise in popularity of internet phones with 3G, this may become a useful planning tool, however safety issues must be considered. Additionally, the SETPOS programme are aiming to initiate a robust Information and Communications Technology (ICT) network of truckstops which will offer guidance and a reservation system by allowing drivers to see on their phones where the nearest stops are, the number of spaces available and the option to book a space.

4.3.4

Technology



Different types of operation have different levels of technology in the cab. Technology can help drivers / operators plan ahead and provide locations of lorry parks. However, access to this will be varied so it should not be relied upon as the main way of raising awareness of truck stops to drivers. Progress could be made to create a database that can be uploaded or accessed by the Sat Nav so a driver is aware of available locations. The current main issue is that the general routing information (suitable routes) throughout the UK is still not robust enough to overlay truckstop location information i.e. lorries being directed down unsuitable routes. This issue would have to be addressed before robust information add-ons could be successful.

A reciprocal parking database currently does not exist e.g. a forum and online service where companies use each others operating bases to park in over night. This may be of use to some drivers but it is hard to break into different groups and source the information from companies. Additionally there are health and safety and Insurance issues associated with operators having access to other operator's sites.

Other possible technology that could be adapted to aid lorry drivers finding lorry parks are the variable message signs that are on major trunk roads and motorways. These could let drivers know how many spaces are available.

4.3.5

Signage

The costs and time of organising signage (asking local authority permissions, time spent researching / planning signage layout, safety implications, costs of labour to install signage, the actual costs of sign) may be high but the return to a lorry park may be the difference between them having to cease operation and continue to operate profitably.

When identifying a suitable location for the signage, there needs to be consideration of:

- Where would be best placed/highly visible to attract motorists?
- Would the location receive permission from local authority (not obstructing any other signage, safety implications)?
- Is there vegetation nearby that will need to be maintained to ensure trees don't obscure signage?
- How many signs would be needed to guide motorists to the location – what would be the extent of the signage?

The design and use of traffic signs are controlled under regulations, the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002), for which the Department for Transport is responsible. Approval for signs will depend on whether the Home Traffic Authority (HTA) agrees that they will be helpful for road safety or traffic management reasons. Additionally there are local rules regarding the location and number of signs along the local road, which is controlled by the HTA in a local area. The positioning of signs along trunk roads is determined by the local highways authority.

Although signs to lorry parks may be seen as marketing tools, they could be useful at easing congestion, raising awareness and increase appropriate parking. Currently, signs are provided for other commercial sites such as retail parks and exhibition centres, but these are only considered for signing where there are clear traffic management or safety reasons. It should be noted that lorry parking could be signed under the same reasons as there are safety and route management issues. Additionally, MSAs are signed from motorways with the operator's logo, as well as name and key facilities being denoted. Additionally black and white signs are currently prescribed for use on any all purpose road, to indicate any single-site services that are not MSAs, and can include a geographical name.¹²

It is essential to ensure that there is consistency and continuity of signing across the highways and within local authority areas. Therefore, the signing strategy for a destination should be developed after consulting the Route Managers for other affected HA routes, as well as adjoining highway authorities, to agree consistent arrangements for cross-boundary signing.

Ultimately, the main issues faced by lorry parks in relation to signage are cost, safety and local planning requirements. These factors mean many lorry parks remain unsigned.

4.3.6

Enforcement and Ensuring Compliance

Drivers anxious to meet their 'just in time' windows often arrive at their destination area well ahead of schedule and are then required to wait somewhere until their load can be accepted by the depot. This requires them to wait in the local vicinity, where appropriate parking may not be available.

Lorries parked in unsafe lay-bys, or on road sides can cause safety issues for other vehicles and cause congestion on busy routes. In accordance with the Road Traffic Act 1988 s19 and the Highway Code rule 246, lorries over 7.5GVW are not allowed to park on verges, footways or central reservations of dual carriageways. If a lorry is parking on a residential street, in an unrecognised parking space, they must not be left on a road at night without lights in accordance with the Highway Code rule 250. Additionally, all vehicles **must** display parking lights when parked on a road or a lay-by on a

¹² Further information can be gained from Policy Circular 01/2008 Policy on Service Areas and Road Side Facilities on Motorways and All-purpose Trunk Roads in England

road with a speed limit greater than 30 mph (Highway Code rule 249). If vehicles do not adhere to these rules, they are placing themselves and other road users in danger

One of the main issues with this situation is the resource from police or local authorities to move vehicles on or produce a penalty. The amount of vehicles contravening the Highway Code and traffic regulation orders may not be the priority with so many other targets having to be addressed. This is especially the perception when no viable alternatives for parking exist in an area. However, once sufficient capacity is available enforcement may become a more attractive option as there would be a legitimate reason to move vehicles on i.e. available capacity.

4.3.7

Crime and Security

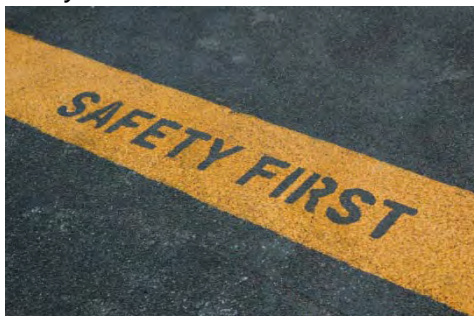
The main issues that have been raised by industry in past research, such as in the Highways Agency Lorry Parking Review 2008 suggest:

- More secure lorry parking is needed as theft, robberies and attacks on drivers are likely to increase;
- The psychological effect on drivers as well as wider society needs to be considered;
- Some loads are obviously more valuable than others, but due to the concealed nature of HGV trailers, it is often difficult to determine what is being carried in the vehicle. Some drivers actually leave the doors open on empty loads to prevent curtains being slashed to make it obvious the vehicle is not carrying a load. A potential issue with this is that it could increase the risk of other vehicles that choose not to do this or are carrying a load, making them obvious targets;
- Safe overnight parking does still need to be affordable for drivers and operators;
- Some of the main areas vulnerable to attack identified by industry include:
 - A14;
 - M20, A2;
 - Southampton, Hampshire en route to M4/M3;
 - Route between M11 and A14;
 - M5 to M50 south; and
 - The West Midlands.
- Drivers need to be educated continually about the dangers of unauthorised parking, risks of not using secure sites and dangers of not journey planning;
- Insurance policies do not currently 'directly' offer reductions regarding the parking of HGV vehicles in secure locations during driver breaks or over night. Such insurance contracts could act as an incentive for drivers (and operators) to use truckstops instead of other inappropriate parking locations. There may be requirements in certain theft clauses in insurance contracts which require drivers to take reasonable precaution against theft and damage to their vehicles which could include parking in secure places overnight;
- Vehicles carrying hazardous loads may be a potential terrorist threat and an easy target for causing destruction if left unattended and do not have appropriate parking available; and
- Crime also takes place within lorry parks, and can even be undertaken by the staff or drivers themselves.



4.3.8

Safety



Driver's hours are limited by the EU because of fatigue leading to potential dangerous driving, hence when drivers are nearing the daily limit, they have to find somewhere to park up. If there has been a major hold-up, this may result in demand for local lorry parks being increased and encourage drivers to park in lay-bys or on industrial estates. This could pose both safety problems for the driver and the vehicles as well as safety issues for the public if the vehicles are parked inappropriately.

The practice of trailer change-overs are also a safety issue with trailers left in car parks for other drivers to pick up. Unattended trailers in public places attract criminals and affect the security of

the area. If crime increases in an area the post codes of various houses can have their insurance premiums affected.

Parking in lay-bys and on MSA slip roads can be common but is very dangerous. Drivers are forced to park in inappropriate places due to lack of capacity in the MSAs and no driver hours left to find alternative truckstop or safe parking spaces. Unfortunately, this practice has led to fatalities.

4.3.9

Local Issues



Lorry Parks are not confined to the freight sectors, they can impact upon local residents and areas, and as such should be a consideration for the Local Authority. Problems with crime, pollution, littering, congestion, and access are all concerns of local residents when lorry parks are proposed within their area.

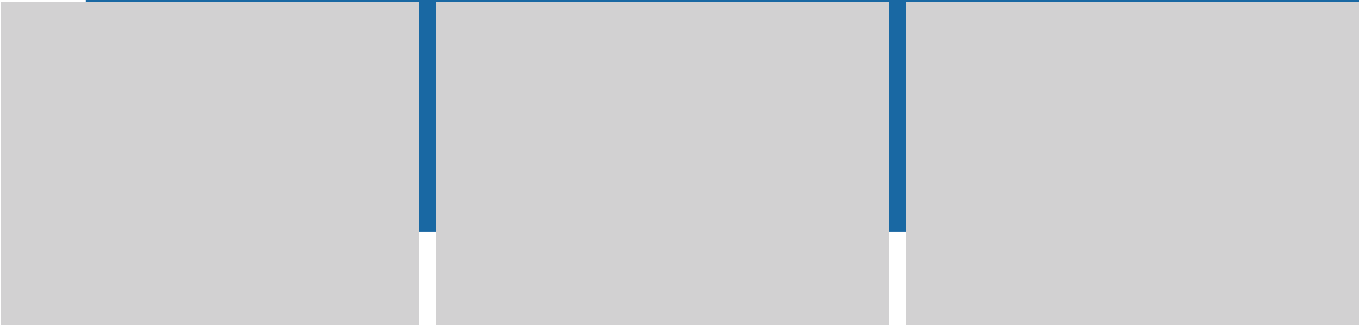
Local Authorities in many cases are working with Freight Quality Partnerships (FQP). These act as a mechanism for industry and local government to work together in partnership. They have also been shown to produce practical results. Currently there are around 114 in the UK and they aim to promote constructive solutions. An example of a strong and successful FQP is the Tyne & Wear FQP which won the FQP of the year award in 2008. Their website provides information for drivers and operators regarding the freight terminals in their area, as well as lorry parking facilities, traffic information and route information, including a number of maps.

4.4

Summary

This chapter has demonstrated there are a number of issues when looking at lorry parking facilities. There has to be a consistent approach considering the operator, the driver and the delivery depot to be able to plan and co-ordinate a delivery route which can take account of existing driver rest facilities to prevent inappropriate parking and increased risk.

It is clear that adequate parking facilities need to become available and behavioural change in terms of their use and operation also needs to be achieved. Similarly the facilities need to be communicated to drivers to increase their awareness and use.



5 Planning

5.1

Introduction

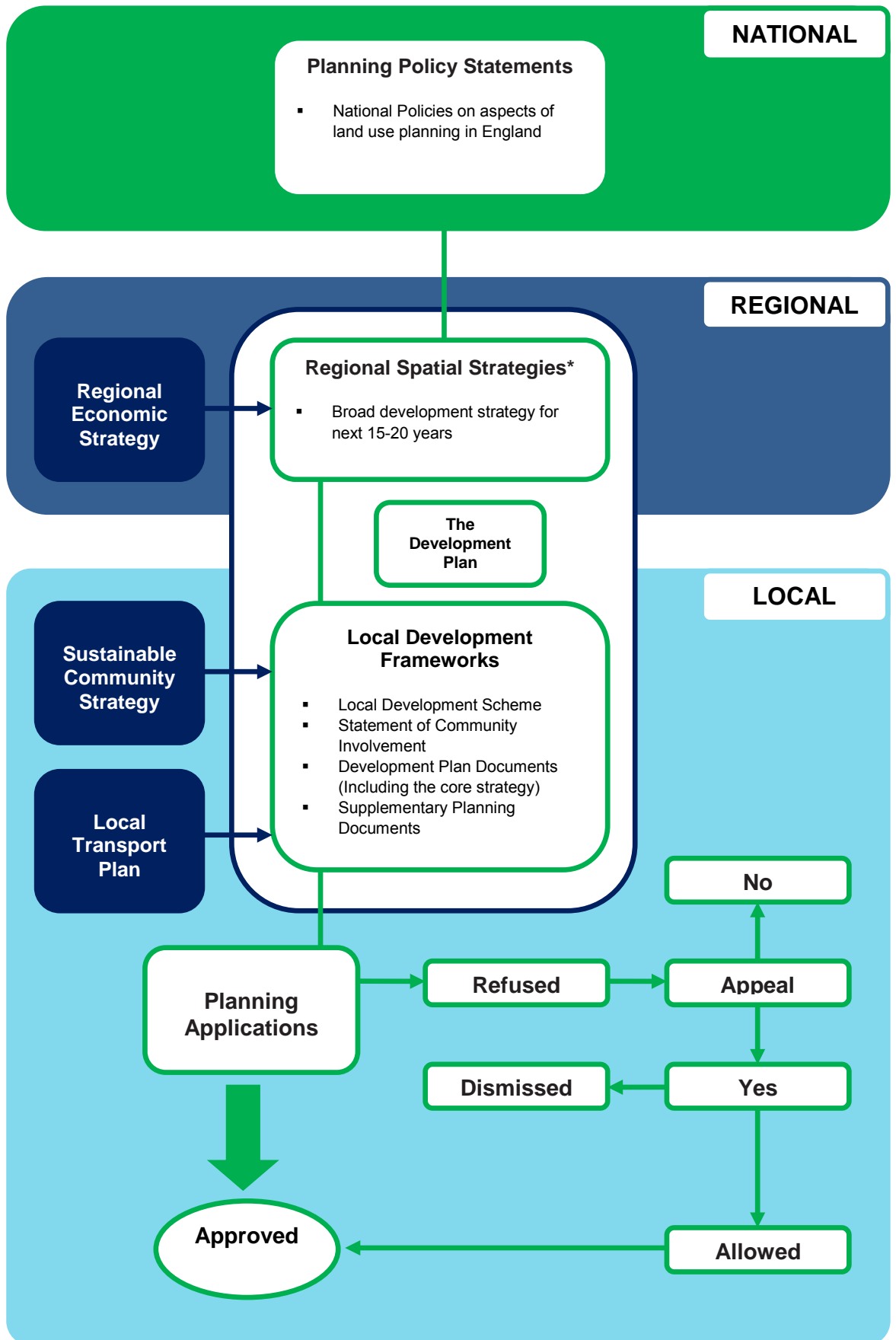
Driver rest facilities and lorry parking provide an important support service to road freight, particularly for freight companies based outside the region. The fact that the requirement for truckstop facilities is a national agenda makes it an important consideration when creating development and transportation plans. The policy system in place in England is tiered and consists of national, regional and local levels, all of which have an impact on transport and transportation related subjects such as road markings, signs and truckstop planning policy.

Added capacity on the roads and an improved road network are bound to attract an increased amount of freight along key routes. Therefore land needs to be allocated for lorry parking facilities when new transportation plans are devised. To avoid the problem of inappropriate parking and to control and prevent crime, provisions need to be made for safe and secure lorry parking facilities. There are several levels of policy which can effect the allocation of land for lorry parking. These are based at the National, Regional and Local levels, as demonstrated in Figure 10.

Example of a Development Site



Figure 10: Planning Policy Flow Chart ¹³



*Prepared within context provided by the Regional Sustainable Development Framework

¹³ Adapted from Planning for a Sustainable Future: White Paper (May 2007)

5.2 The Planning System and Provision of Lorry Parking Facilities

Provision of additional lorry parking capacity in terms of quantum and location is governed by the Planning System.

Until 1992, the DfT was responsible for developing MSAs including land acquisition, funding construction and leasing completed sites to operating companies. Since 1992, government policy has been that the private sector should take the initiative in identifying and acquiring MSA sites and seeking planning consent from local planning authorities. Once completed, these MSAs are privately owned and operated. The Government, through the Highways Agency, continues to have an interest in these (new and existing) privately owned sites, in relation to motorway safety and traffic management.

5.3 National Planning Policy

At national level, planning policy is driven by Planning Policy Statements (PPS), developed as a replacement to Planning Policy Guidance Notes (PPG). However as yet not all PPGs have been replaced and are still in use. Both PPGs and PPSs are prepared by the government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Regional and local authorities must take their contents into account in preparing their statutory development plan documents. The Policy Statements and Guidance Notes can also be relevant to decisions on individual planning applications and appeals.

Current PPSs and revisions of previous PPGs were progressed following the assent of the Planning and Compulsory Purchase Act 2004 and related to changes in national planning policy that emanated from the legislation. The future review and replacement of these will only take place as and when necessary in the light of their policy and strategic significance. In the meantime current PPGs and new PPSs will remain in place.

5.3.1 *Planning Policy Guidance 13 (PPG 13): Transport*

PPG13: Transport was originally released in 1994 and last published in 2001; it is not currently scheduled for revision or replacement. Freight is recognised in PPG 13, although in relation to the overall content of the guidance its reference is minimal. Sections 1 and 2 of PPG 13 in particular are out of date in terms of planning policy references and other circumstances. For example, the introduction to 'integration between planning and transport' refers to the following documents and organisations:

- Regional Planning Guidance: superseded by Regional Spatial Strategies;
- PPG 11 Regional Planning: superseded by PPS11: Regional Spatial Strategies;
- PPG 12 Development Plans: superseded by PPS12: Local Spatial Planning;
- Structure Plans/UDPs are currently being superseded by Local Development Frameworks in compliance with PPS12;
- Guidance on Full Local Transport Plans (2000) was superseded in 2004 prior to the development of the second round of Local Transport Plans;
- DETR now DfT, DEFRA and DCLG;
- Strategic Rail Authority was wound up in 2006; and
- Railtrack replaced in 2002 by Network Rail.

Paragraphs 45 – 47 contained in Section 2 of PPG13 refer to the Government's Sustainable Distribution Strategy (1999) which is now ten years old; DfT published Delivering a Sustainable Transport System: The Logistics Perspective in December 2008. DaSTS is significantly more up to date in terms of identifying trends in the nature and impact of freight in the UK.

Paragraph 45.1 states that in preparing development plans and in determining planning applications, local planning authorities should identify and protect sites and routes, both existing and potential that could be critical in developing infrastructure for the movement of freight. This refers to specific examples of such sites and routes: major freight interchanges including facilities allowing road to rail transfer or for water transport. This guidance could support such action in relation to lorry parking, but this isn't made explicitly clear. Equally Paragraph 46 states that local authorities, operators, businesses and developers should work together within the context of a FQP to agree on the following issues to enable a more efficient and sustainable approach to deliveries in sensitive areas such as residential areas and town centres:

- Lorry routes
- Loading and unloading facilities
- Reducing vehicle emissions and vehicle and delivery noise

As demonstrated elsewhere in this report, inappropriate lorry parking can result in notable negative consequences for sensitive areas; however this is not recognised in PPG13.

PPG13 Section 3 requires regions to apply a consistent approach to parking provision through the Regional Transport Strategy; paragraph 50 states that policies on parking should be coordinated with parking controls and charging set out in the local transport plan and should complement planning policies on the location of development. Detailed guidance on parking refers to car parking, cycle and motorcycle parking however no reference is made to freight or lorry parking. This lack of reference is also reflected in PPG13's maximum parking standards (PPG13: Annex D). The evidence collated for this review highlights the need to extend the application of such a consistent approach to lorry parking.

Reference to planning conditions in PPG13 refers to on-site transport measures. Paragraph 82.7 refers to design of delivery areas, specifications for lorry parking and turning spaces. This is positive but only provides guidance to local planning authorities in terms of lorry parking at developments allocated for non-lorry parking uses.

In reference to ports and shipping (PPG13: Annex B) there is emphasis on ensuring good multi-modal access. However there is a notable lack of reference to the nature of port-related trip generation. Ports are a major generator of HGV trips, of a sort that require strategic consideration of lorry parking supply and distribution. This is not currently considered in PPG13.

5.3.2

Changes to National Planning Policy and Legislation

Planning Policy Statements and Planning Policy Guidance notes will remain the core of the Government's planning policy. However in late 2008, the assent of the Planning Act (2008) introduced a new form of national planning policy statements which will form the principal documents utilised by the new Infrastructure Planning Commission. The Infrastructure Planning Commission (IPC) will be established as a legal body and is scheduled to start advising applicants by autumn 2009. It will take decision on planning applications for nationally significant infrastructure projects as categorised below:

- Rail Freight Interchanges (>60,000Ha come under the IPC); and
- Harbours and Berths (>5,000,000 tonnes pa come under the IPC).

National Policy Statements (NPSs) will set out the national need for particular types of infrastructure, and will be the principal documents which the IPC will use in making decisions. It is therefore important that lorry parking is covered within these documents as they are produced.

5.4

Regional Planning Policy

Following the assent of the Planning and Compulsory Purchase Act in 2004, English regions have been required to prepare Regional Spatial Strategies for their area. Regional Spatial Strategies (RSS) form the middle tier of the statutory development plan and reflect other important non-statutory regional policies including most notably the Regional Economic Strategies (RES) produced by the Regional Development Agencies.

PPS11 which is the national planning policy with which Regional Spatial Strategies need to comply allows for regions to identify locations for development, but not sites. There are examples of good practice in Regional Spatial Strategies in relation to lorry parking. For

example, in the Yorkshire and Humber region, Policy T4 I of the Yorkshire and Humber Plan (RSS) states that:

“Plans, strategies, investment decisions and programmes should identify and protect sites for new secure lorry parking facilities particularly along the M1, A1 and M62 corridors and close to major freight generators like ports and improve signing from major lorry routes to sub-regional or local lorry parks like those at York and Hull.”

From this example it can be seen that appropriate policies in relation to lorry parking have been included in Regional Spatial Strategies. However it is unclear as to how consistently this type of approach has been taken across all Government Office regions and as to how, once identified and protected, these sites could or should be brought forward.

5.4.1

Changes to Regional Planning Policy

The Local Democracy, Economic Development and Construction Bill, sponsored by BERR and DCLG, is currently going through Parliament. It provides for some of the provisions set out in the Sub-National Review of Economic Development and Regeneration (HM Treasury, DCLG, BERR 2007). This includes proposed legislative changes to introduce a new policy approach at regional level (Clauses 65 – 82).

Regional Strategies will be the agreed strategy for the regions and will replace the existing regional spatial strategies (RSS) and regional economic strategies (RES) as well as integrating the substance of other regional strategies, such as specific ‘Regional Freight Strategies’. Regional Strategies will replace the RSS as the regional tier of the statutory development plan and as such, they will need to be compliant with national planning policy, and local development frameworks will need to be in general conformity with the regional strategy.

In terms of national policy compliance, the proposed regional strategies will need to take account of:

- National economic policy;
- National planning policy (PPS/PPG);
- The new National Policy Statements on infrastructure; and
- Likely funding availability through spending reviews.

If passed, the Local Democracy, Economic Development and Construction Bill will provide a renewed opportunity to influence the regional tier of the statutory development plan to ensure appropriate consideration is given to lorry parking issues. Regional strategies, as with existing Regional Spatial Strategies, will need to be prepared on the basis of a sound evidence base. Identified strategic need for increased lorry parking provision could form part of that evidence base i.e. through possible reviews of capacity and demand across the Strategic Route Network.

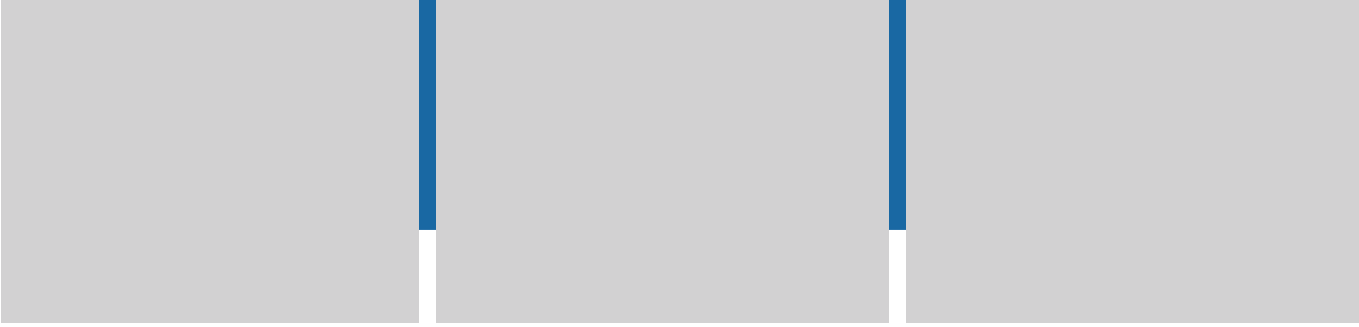
5.5

Local Planning Policy

Following the assent of the Planning and Compulsory Purchase Act (2004) local planning authorities have been working towards replacing their existing development plans (structure and local plans or unitary development plans) with local development frameworks (LDF). This is an ongoing process although some authorities already have adopted LDF documents.

As with previous local development plans, local planning authorities are required to identify sites and allocations of land for different land uses. Although lorry parking does not have a land use classification, local planning authorities will need to identify appropriate sites if, in the case of Yorkshire and Humber, the regional tier of the statutory development plan requires it.

In terms of transport, although non-statutory, local transport plans (LTPs) would be a suitable policy document in which to identify local lorry parking needs. The current LTPs will be in place until 2011, with the next round of LTPs being in place from 20011/12 to 2016/07. There will be an opportunity to feed lorry parking issues and requirements into the next round of LTPs in 2010/11.



6 Summary

6.1 Introduction

This report has acted as a baseline document to highlight current knowledge of lorry parking and the issues being faced. It is apparent that there is a need for a strategic approach to be taken that looks at issues on a national scale, meaning it is right that the DfT take responsibility. The next step is the production of a national lorry parking provision strategy/action plan.

6.2 Headline Information

The consolidated knowledge and exposed issues set out in this report have shown:

- There are different types of lorry parking, described in this report as basic, intermediate and premium. This can take place in motorway service areas, independent lorry parks, or local authority lorry parks. More generally, lorry parking is either appropriate or inappropriate;
- In 2006, there were approximately 214 lorry parks operational in England¹⁴ (including MSA);
- The average utilisation of the busiest half of all lorry parks audited was 81% at night¹⁵;
- The locations with the highest utilisation are generally found along the heavily trafficked strategic corridors¹⁶;
- Lorry drivers are generally deterred from safe parking in lorry parks due to their cost;
- 20% of drivers are happy to park in a lay-by to save money at the risk of their safety;
- There are challenges for achieving sufficient parking infrastructure:
 - Lack of lorry parking policy and information to help decision making in planning
 - Associated development costs and particularly the land are very high
 - Alternative development (use) is historically more profitable
 - There are high overheads compared to the ability to generate revenue
- There are challenges for achieving behavioural change in the use and operation of available parking infrastructure:
 - Parking cost is sometimes seen as too high resulting in the use of inappropriate locations
 - Operators have to take responsibility for payment methods and journey planning
 - Awareness of lorry parking locations is fundamental to increasing utilisation
 - Technology varies between different operations but is important to help raise awareness of locations
 - Signage is expensive but can make a vital difference for increasing appropriate parking
 - Enforcement is required but can only really happen once sufficient provision (capacity) in the correct locations has been achieved
 - Inappropriate parking has safety risks for the driver and other road users
 - There are environmental, economic and social issues that affect local areas and residents
 - Crime and Security are a major concern to all stakeholders involved, recent statistics produced by Truckpol which are purely reported incidents shows that in 2008 crime rose by approximately 40% to approximately 4,700 incidents in England, costing the industry £100 million¹⁷

This headline information shows the wide range of issues that are at play. It should be noted that due to such issues lorry parking has been increasing on the agenda of industry and the DfT is reacting to this movement. On a European level there are also a number of initiatives that are starting to look at similar issues that the DfT has recently been involved in. These are described in the following section.

6.3 Secure Parking Initiatives

A number of parking schemes are in operation. These initiatives are important to be recognised to show how lorry parking issues are starting to be considered on a European Scale.

¹⁴ National Lorry Park Audit, September 2006, Highways Agency

¹⁵ National Lorry Park Audit, September 2006, Highways Agency

¹⁶ National Lorry Park Audit, September 2006, Highways Agency

¹⁷ Truckpol Crime Statistics - Commercial Motor, January 2009

6.3.1

Secure European Truck Parking Operational Services (SETPOS)

The European Commission (Directorate General for Energy and Transport) has started to address a number of crime and security issues by co-funding the SETPOS project. The SETPOS project has involved a widespread alliance of specialists and stakeholders across Europe to improve freight safety and security.

The successfully met objectives of the project were to:

- Assess and validate the requirements of the various stakeholders, such as drivers, dispatchers, forwarders, rest area operators, insurers, public authorities and shippers;
- Formulate a common set of standards for secured parking;
- Construct a number of pilot secured parking areas in trans-border regions, to validate and demonstrate the standard; and
- Establish an information, guidance and reservation platform for all types of truck parking www.truckinform.eu.

The Secure Parking Best Practice handbook produced by SETPOS can be downloaded from the website¹⁸. This document covers useful information that could be adopted and used as an information base for the UK to build on. For further information on SETPOS use www.setpos.eu.

6.3.2

LABEL

The European Commission (DG for Energy and Transport) is supporting an innovative project to establish a certification scheme for truck parking areas across Europe. The project – LABEL, which stands for Creating a LABEL for (Secured) Truck Parking Areas along the Trans-European Road Network and Defining a Certification Process – aims to raise the security and quality of truck park sites for the benefit of truck drivers and the transport industry as a whole.

The objectives of LABEL are to:

- Introduce a European standard certification scheme for truck parking areas;
- Test the scheme by certifying at least 75 truck parking areas in at least 10 EU Member States – both public and private truck parking sites;
- Provide an on-line database for users so that the certified sites can derive benefit.

LABEL is closely linked to the SETPOS project. Building upon the information and findings from SETPOS, LABEL will generate, test and evaluate a European standard certification scheme that is recognised by the project stakeholders, certifiers, insurers, public authorities, motorway operators, shippers, forwarders, carriers, truck park operators and drivers.

The aspects considered in certification will include:

- Security – are drivers, goods and vehicles in a secured environment?
- Comfort and dignity – for example can drivers take a shower?
- Food and shopping – for example are warm meals provided?
- Services – for example can basic repairs be undertaken?
- Safety – for example traffic safety at the truck parking area.

For further information on LABEL use: www.truckparkinglabel.eu.

It is envisaged that the certification process will be taken up by the European transport industry as a whole and therefore professional certifiers will offer a certification service for all truck parks who wish to be assessed.

¹⁸ See Appendix B References



EasyWay

EasyWay is a project for Europe-wide ITS deployment on main Trans European Road Network (TERN) driven by national road authorities and operators with associated partners including the automotive industry, telecom operators and public transport stakeholders. It sets clear targets, identifies the set of necessary ITS European services to deploy (Traveller Information, Traffic Management and Freight and

Logistic Services) and is an efficient platform that allows the European mobility stakeholders to achieve a coordinated and combined deployment of these pan-European services

www.easyway-its.eu.

6.4

Next Steps

The next steps are to research and produce a strategy /action plan for lorry parking provision in England. This will consist of a set of strategic objectives, with an action plan to deliver them.

The lorry parking strategy set out by the DfT will represent a coherent step forward and will kick off a number of work streams that will help to create an environment to enable sufficient lorry parking to be developed and be used.

Appendix A – Lorry Parks

Appendix A – Lorry Parks

Lorry parks confirmed as being in operation in England – 2008:

Site Name	Street	County	Postcode	Telephone	Nearest town	Dist to Nearest Town	Nearest Motorway/Road	Spaces
A1 Truckstop Colsterworth	Bourne Road	Lincolnshire	NG33 5JN	01476 861543	Grantham	9 miles	A1	200
A19 Services North	Ron Perry & Son Ltd	Teeside	TS27 3HH	01740 644223	Hartlepool	6 miles	A19	16
A19 Services South	Ron Perry & Son Ltd	Teeside	TS27 3HH	01740 644223	Hartlepool	6 miles	A19	20
Adderstone Services		Northumberland	NE70 7JU	01668 213000	Alnwick	10 miles	A1	30
Airport Café	A20 Main Road	Kent	TN25 6DA	01303 813185	Ashford	7 miles	M20 J11	40
Albion Inn and Truckstop	14 Bath Road	Somerset	TA7 9QT	01458 210281	Street	3 miles	M5 J23	16
Andi's Place	Nab Lane	West Yorkshire	WF17 9NG	01924475040	Birstall, Batley	3 miles	M62 J27	14
Ardleigh Truckstop		Essex	CO7 7SL	07950030098	Colchester	2 miles	A12	40
Ashford International Truckstop	Waterbrook Avenue	Kent	TN24 0LH	01233 502919	Ashford	1 miles	M20 J10	335
Barneys Café	Melton Ross Road (A18)	North Lincolnshire	DN38 6LB	01652 680966	Brigg	8 miles	M180 J5	45
Barton Lorry Park	Barton	North Yorkshire	DL10 6NF	01325 377777	Darlington	6 miles	A1(M) J56	40
Birmingham Truckstop	The Wharf	Birmingham	B11 2EB	0121 628 2339	Birmingham	3 miles	M42 J6/M6 J5	100
Bistro Café	Barrowby View	Lincolnshire	NG32 2EP	01949 843239	Grantham	2 miles	A1	15
Boss Hoggs Café	London Road	Suffolk	IP8 3JW	01473 730797	Ipswich	4.5 miles	A14	
Bypass Café	Old North Road	Nottinghamshire	NG23 6JF		Newark	6 miles	A1	30
Caenby Corner Transport Café	Caenby Corner	Lincolnshire	LN8 2AR	01673 878388	Lincoln	12 miles	M180 J4 or A15	30
Café Royal	Tannery Road	Dorset	DT6 3QX	01308 422012	Bridport	100yds	A35	25
Cannon Park Café	21 Bulmer Way	Cleveland	TS51 5JT	01642 656333	Middlesbrough	0.5 miles	A19	5
Chris's Café	Wycombe Road	Buckinghamshire	HP14 3XB	01494 482121	High Wycombe	8 miles	M40 Junction 5	30
Cleveland Truckstop	1-5 Puddlers Road	Cleveland	TS6 6TX	01642 465055	Middlesbrough	2-3 miles	A66	250
Crewe Lorry Park	Cowley Way	Cheshire	CW1 6DD	07894 622250	Crewe	< 1mile	J16/17 M6	120
Crown Road Vehicle Park	Crown Road Vehicle Park		EN1 1TH	0208 443 0602	Enfield	1 mile	M25 J 25	35
Diggles Truckstop & Diner	Wharfside Way	Greater Manchester	M17 1AW	07909858532	Manchester	1.5miles	Junct 9 M60	100
Dinkys Dinahs	Welshpool Road	Shropshire	SY5 9LG	01743 850070	Shrewsbury	7 miles	A5	14

Site Name	Street	County	Postcode	Telephone	Nearest town	Dist to Nearest Town	Nearest Motorway/Road	Spaces
Docklands Logistic Support	Docklands Diner and Truckstop	East Yorkshire	DN14 6UD	01405 766349	Goole	0.5mile	Junct 36 M62	55
Gibraltar Club and Café	Burlescombe	Devon	EX16 7JX	01823 672273	Wellington	6 miles	M5 J26/27	20
Golden Fleece Services	Carleton	Cumbria	CA4 0AN	01228 542766	Carlisle	1 Miles	M6 J42	50
Hawkins Transport Village	Oak Lane/Stallings Lane	West Midlands	DY6 7JS	01384 294949	Dudley	3 miles	A449/ M5 J2	50
Heywood Distribution Park	Pilsworth Road	Manchester	OL10 2TT	01708 368645	Heywood	1.5 miles	M66 J2	300
HF Veale & Sons	Broadway Garage	Somerset	BA3 4JW	01761 232298	Radstock	3miles	A37	10
Hideaway Truckstop	Oakley Acres	Wiltshire	SN15 5LH	01249 750645	Chippenham	3 miles	M4 J17	70
Hillside Café	A36 Codford	Wiltshire	BA12 0JZ	01985 850712	Warminster	7 miles	A36	20
Hilltop Café	Lorry Park	Suffolk	IP33 2RU	07860 170112	Bury St Edmunds	0.5 miles	A14	52
J26 M25 Truckstop	Skilletts Hill Farm	Essex	EN9 3QU	07973 913114	Waltham Abbey	1 mile	J26 M25	50
Jacks Hill Café	Watling Street		NN12 8ET	01327351350	Towcester	1 mile	M1 J15	48
Jans Truck Stop	Exelby Services	Northallerton	DL6 3JX	07944 444950	Northallerton	8 miles	A19	50
Junction 23 Lorry Park	Ashby Road East	Leicestershire	LE12 9BS	01509 507480	Loughborough	1 mile	M1 J23	180
Junction 29 Truckstop	Hardwick View Road	Derbyshire	S42 5SA	01246 856536	Chesterfield	5 miles	M1 J29	100
Junction 38 Services	Old Tebay	Cumbria	CA10 3SS	01539 624505	Penrith	17 miles	M6 J38	90
Junction 7 Business Park	Blackburn Road		BB5 5JW	01254 398912	Accrington	1 mile	M65 J7	20
Kates Cabin Café	A1 Northbound	Norfolk	PE7 3UJ	01733 235587	Peterborough	3 miles	A1	36
Kingstown Truck Park	Millbrook Road	Cumbria	CA3 0EU	0777 577 0973	Carlisle	1.5 miles	M6 J44	40
Knutsford Services	J18/19 M6	Cheshire	WA16 0TL	01565643742	Knutsford	2 miles	M6 J19	27
Langrick Station Café	B1192 Main Road	Lincolnshire	PE22 7AH	01205 280023	Boston	3 miles	A1121	25
Lets Eat Café	A49 Tarporley Road	Cheshire	WA4 4EZ	01928 717322	Northwich	3 miles approx	Jct 10 M56	10
Lincoln Farm Café & Hotel	A452 Kenilworth Road	Warwickshire	B92 0LS	01675 442301	Solihull	5 miles	M6 J4	200
Londonderry Lodge	Londonderry	North Yorkshire	DL7 9ND	01677 422143	Bedale	2.5 miles	A1	24
Merrychest Café	Watling Street	Kent	DA2 8AH	01474 832371	Dartford	5 miles	M25 J1b	30
Midway Truckstop	Prees Heath	Shropshire	SY13 4GG	01948 663160	Whitchurch	2 miles	M54	35
Moto (Washington)	A1(M)	County Durham	DH3 2SJ	0191 4103436	Washington	2 miles	J64 A1(M)	56
Moto Cherwell Valley	M40 J10, Northampton Road	Oxfordshire	OX27 7RD	01869 346060	Bicester	6 miles	M40 J10	747
Moto Hospitality Stafford	M6 Junction 14/15	Staffordshire	ST15 0EU	01785 810504	Stafford	6 miles	M6 J15	80

Site Name	Street	County	Postcode	Telephone	Nearest town	Dist to Nearest Town	Nearest Motorway/Road	Spaces
North								
Moto Kinross	J6 M90	Perthshire	KY13 0NQ	01577 864108	Kinross	1 mile	J6 M90	100
Moto Medway Services	M2 J4/5	Kent	ME8 8PQ	01634 236900	Maidstone	3 miles	M2 J4/5	137
Moto Reading West	M4 Junction 11/12	Berkshire	RG30 3UQ	01189 566966	Reading	3 miles	M4 J12	55
Moto Truckers Lounge (Doncaster North)	J5 M18/M180	South Yorkshire	DN8 5GS	01302 847700	Thorne	3 miles	J5 M18/M180	30
Moto Whetherby	J46 A1(M)	Yorkshire	LS22 5GT	01937 545 080	Wetherby	2 miles	J46 A1(M)	60
Necton Diner	Norwich Road	Norfolk	PE37 8DQ	07769903133 or 07500703716	Swaffham	3 miles	A47	100
Nells Café	Marling Cross	Kent	DA12 5UD	01474 362457	Gravesend	2 miles	A2	30
Nightowl Carlisle	Parkhouse Road	Cumbria	CA3 0JR	01288 534192	Carlisle	2 miles	M6 J44	200
NT Truckstop Rugby	(A5) Watling Street	Warwickshire	CV23 0AE	01788 535115	Rugby	4 miles	M1 J18 or M6 J1	240
Nunney Catch Café	A361	Somerset	BA11 4NZ	01373 836331	Frome	3 miles	A361	30
Oakdene Café	London Road	Kent	TN15 7RR	01732 884873	Sevenoaks	8 miles	M26 J2a/M20 J2	10
Orwell Crossing Lorry Park	A14 Eastbound	Suffolk	IP10 0DD	01473 659140	Ipswich	1 mile	A14	229
Penrith Truckstop	Penrith Industrial Estate		CA11 9EH	01768 866995	Penrith	0.5mile	M6 J40	160
Pie Stop Café	Pennygillam Industrial Estate	Cornwall	PL15 7ED	07593 579789	Launceston	0.5 miles	A30	15
PJs Transport Café	Sudbury Services	Derbyshire	DE6 5GX	01283 820669	Uttoxeter	6 miles	A50A515 Litchfield Island	25
Poplar 2000 Truckstop	Cliffe Lane	Cheshire	WA13 0SP	01925 757777	Warrington	6 miles	M6 J20 or M56 J9	600
Portsmouth truckstop	Railway Triangle	Portsmouth	PO6 1UJ	023 9237 6000	Cosham	1 mile	A27	80
Priory Park Lorry Park Truck Stop	Henry Boot Way		HU4 7DY	01482 331895	Hull	5 miles	A63	40
Quernhow Café	Great North Road	North Yorkshire	YO7 4LG	07795 814360	Sinderby	2.5 miles	A1	45
Ranch Café & Lorry Park	Old Great North Rd	Nottinghamshire	NG24 1BL	01636 611198	Newark	100yds	A46	150
Red Lion Café & Truckstop	Weedon Road (A45)	Northants	NN7 4DE	01604 831914	Northampton	6 miles	J16 M1	100
Redbeck Motel	Doncaster Road	North Yorkshire	WF4 1RR	01924862730	Wakefield	2 miles	M62 J31	40
Scoffers Café	A45 Eastbound	Northants	NN3 5LU	01604 784500	Northampton	5 miles	M1 J15a/A45	15
Silver Ball Café	A10	Hertfordshire	SG8 8ED	07763848200	Royston	2 Miles	A10	20
Smokey Joes Café	Blackwater	Cornwall	TR16 5BJ	01209 821810	Redruth	4 miles	A30	80

Those possibly still in operation in England but not confirmed

Site Name	Street	County	Postcode	Telephone
A35 Café	Top of Town Car Park	Dorset	DT1 1XT	01305 269199
Anglia Motel	Washway Road	Lincolnshire	PE12 8LT	01406 422766
Crossbush Service Area	A27/A284 Lyminster Road Southbound	West Sussex	BN17 7QQ	0207 4864477
Drome Café & Fish Bar	1230 Kingsbury Road	West Midlands	B35 6AE	0121 351 2543
Garwick Café	Boston Road	Lincolnshire	NG34 9LX	01529 460504
Grahams Transport Stop	Taunton Road	Somerset	TA6 6PR	01278 663052
Greasy Joes (King Meadow Services)	The Lorry Park	Cirencester, Gloucestershire	GL7 1NT	01285 640275
Jaynes Place	Bawtry Road	Nottinghamshire	S81 8HJ	01909 591776
Lodge Farm Café	A17 Washway Road	Lincolnshire	PE12 8LT	01406 425855
Lynns Raven Café	Prees Heath		SY13 2AF	01948 665691
Markham Moor Truckstop	Markham Moor	Nottinghamshire	DN22 0QU	01777 838921
Meadows Inn	Cattle Market	Derby	DE21 6EP	01332 361344
Moto Blyth Services	A614/A1(M)	Nottinghamshire	S81 8HG	01909 591 841
Moto Ferrybridge Services	M62/A1	Yorkshire	WF11 0AF	01977 672 767
Moto Truckers Lounge (Lancaster)	J32/33 M6 Motorway	Lancashire	LA2 9DU	01524 791775
Moto Truckers Lounge (Leigh Delamere Eastbound)	J17/18 M4	Wiltshire	SN14 6LB	01666 837691
Moto Truckers Lounge (Leigh Delamere Westbound)	J17/18 M4	Wiltshire	SN14 6LB	01666 837691
Motormans Café	Manchester Road	West Yorkshire	HD7 6HJ	01484 844428
PACE Foston	A1 Northbound	Lincolnshire	NG32 2LD	01400 283800
Robbos Diner and Café	London Rd (A23)	Sussex	BN45 7FJ	01273 844055
Roll In Truckstop	Tanhouse Lane	Cheshire	WA8 0RR	0151 424 6355
Shell Beacon	A63 Eastbound	East Yorkshire	HU15 1SA	01430 426110
Six Hills Café	669 The Fosse Way (A46)	Leicestershire	LE7 4TF	01664 424129
Symonds Yat Services A40/M50	A40 Northbound	Herefordshire	HR9 6DW	01600 890219
The Carlton Transport Café	Arterial Road (A127)	Essex	SS12 9HZ	01268 727313
The Kitchen	A15 Sleaford Road	Lincolnshire	LN4 2AN	01522 811299

The Lazy Kettle	Gledrid Services	Shropshire	SY11 3EN	01691 770066
Westwood Truckstop	Old A38	Devon	PL21 9ER	01752 894344
Windy Ridge Truckstop	Trerulefoot	Cornwall	PL12 5BJ	01752 851344
TOTAL = 29				

Scottish Lorry Parks

Site Name	Nearest Town	Address	Telephone	Spaces
Red Moss Truckstop & Transport Café	Abington	Carlisle Road (Old A74, By Crawfordjohn, Sth Lanarkshire	01864 504 220	
Abington	Abington	Abington Service Area. M74, J13. ML12 6RG.	01864 502637	21
Riggend Truckstop	Airdrie	A73 Stirling Road, Riggend, Airdrie, North Lanarkshire ML6 7SP	01236 830780	70
Cedar Cafeteria Granthouse	Berwick-upon-Tweed	Granthouse Berwickshire TD11 3RP	01361 850371	20
Bothwell Services	Bothwell	Bothwell MSA. M74 Southbound. Bothwell. Lanark's. G71 8BG	01698 854123	
Harthill Truckstop	Chapelhall	The Burnside 36 Hirst Road, HarthillNorth Lanarkshire ML7 5TN	01501 751430	80
Heatheryl Truckstop	Crawford	M74 junction 13, Crawford, South Lanarkshire	01864 502227	
Ben Alder Restaurant	Dalwhinnie	Ben Alder Restaurant Dalwhinnie Invernesshire PH19 1AF	01528 522268	30
Skiach Services	Dingwall	Skiach Services. 4D Industrial Est. Evanton. Dingwall. IV16 9XJ	01349 830888	
Horse-Shoe Café	Dundee	Abernyle Road, Inchtute, Perthshire, PH14 9RS	01828 686283	100
Tayside Truckstop	Dundee	Smeaton Road, Dundee , DD2 4UT	01382 621941	40
Waterside Service Station	Glasgow	Glasgow Rd., Barrhead	0141-8813852	15
Gretna Green Services	Gretna	Gretna S/A. Gretna, Dumfries DG16 5HQ	01864 502637	
Hamilton Services	Hamilton	Hamilton MSA. M74. Hamilton. Lanarkshire. ML3 6JW	01698 282176	
Heart of Scotland Services	Harthill	Junction 4 /5, M8 G21 2DD	01501 751791	
Ashgrove Filling Station & Restaurant	Huntly	Ashgrove Filling Station, A96, Cairnie, Aberdeenshire. AB54 4TL	01466 760223	20
The Chef's Grill	Inverness	Perth Road, Newtonmore, Inverness	01540 673702	30
Kinross Services	Kinross	J6. Moto Services M90, Turfhill Tourist Centre, Kinross KY13 7NQ	01577 863123	30
The Coffee Pot	Laurencekirk	Fordoun by Laurencekirk Aberdeenshire AB30 1NH	01561 320676	20
Europa Truckstop	Lesmahagow	M74 J9/10, Wellburn Interchange, Lesmahagow, Strathclyde, ML11 0HY	01555 894889	140
J&L Munn Truckstop	Lesmahagow	Star Truckstop, Wellburn Interchange, Lesmahagow, Lanarkshire	01555-894889	150
Lockerbie Truckstop & Transport Café & Lorry Park	Lockerbie	B7076 nr Dinwoodie Mains, Johnstonebridge, Lockerbie, Dumfreisshire, DG11 2SL	07768 654 663	100

Eardley International	Lockerbie	Old Burnswark Station, Ecclesfechan, Lockerbie DG11 3JD	01576 300500	40
Transport Café	Lockerbie	M74 junction 17 / 18	07751 297540	
Annadale Water Services	Lockerbie	J16, A74(M). Johnstonebridge. Lockerbie. Dumfriesshire. DG11 1HD	01576 470870	
Westway Lorry Park	Paisley	Westway, Poterfield Road, Renfew, Paisley, PA4 8DJ	0141 8866373	24
Travellers Truckstop	Paisley	A741, Paisley, Nr Glasgow	0141 587 2448	120
The Motor Grill	Perth	Motorgrill, Ballinluig Services, Junction of A9 & A827, Pitlochry Perthshire	01796 482212	25
Norrie Munmuir	Perth	Shore Rd. Perth. Perthshire. PH2 8DE	01738 638750	
Muirpark Truckstop	Stirling	Bannockburn, Stirling, FK7 8AL	01786 818866	
Stirling Services	Stirling	Junction 9, M9/M80 Stirling	01786 813614	8
Strathcaro Services	Strathcaro	Strathcaro Services A90 Strathcaro, Angus DD9 7PX	01674 840234	
Thurso Overnight Lorry Park	Thurso	A9, Thurso		
TOTAL = 33				

Welsh Lorry Parks

Site Name	Nearest Town	Address	Telephone	Spaces
Cardiff Gate	Cardiff	Cardiff Gate Business Park. Pontprenau. M4, J30. Cardiff. CF23 8RA	02920 549564	
Cardiff West	Cardiff	Jun. 33 M4. Pontyclun. Mid Glamorgan. CF72 8SA	02920 891141	29
Magor	Caldicot	FMS Ltd., J23a M4, Magor, Caldicot, NP6 3YL	01633 881515	28
Wooley Bros Transport Café	Holywell	A548 Coast Road, Holywell, Flintshire, CH8 9UU	01745 560843	30
Pont Abraham Service Station	Llanedi	M4 J49 Llanedi, Pontardulais, Swansea, SA4 0FU	01792 884663	
Hurry Tuffins Transport Café	Montgomery	Harry Tuffins. Churchstoke. Montgomery. Powys. SY15 6AR	01588 620226	50
Swansea	Swansea	M4, J4. Penllergaer. Swansea. West Glamorgan. SA4 1GT	01792 896222	
Rhosddu Lorry Park	Wrexham	Rhosddu Industrial Estate. Wrexham. LL11 4RL	01978 358637	50
TOTAL = 8				

Appendix B - References

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