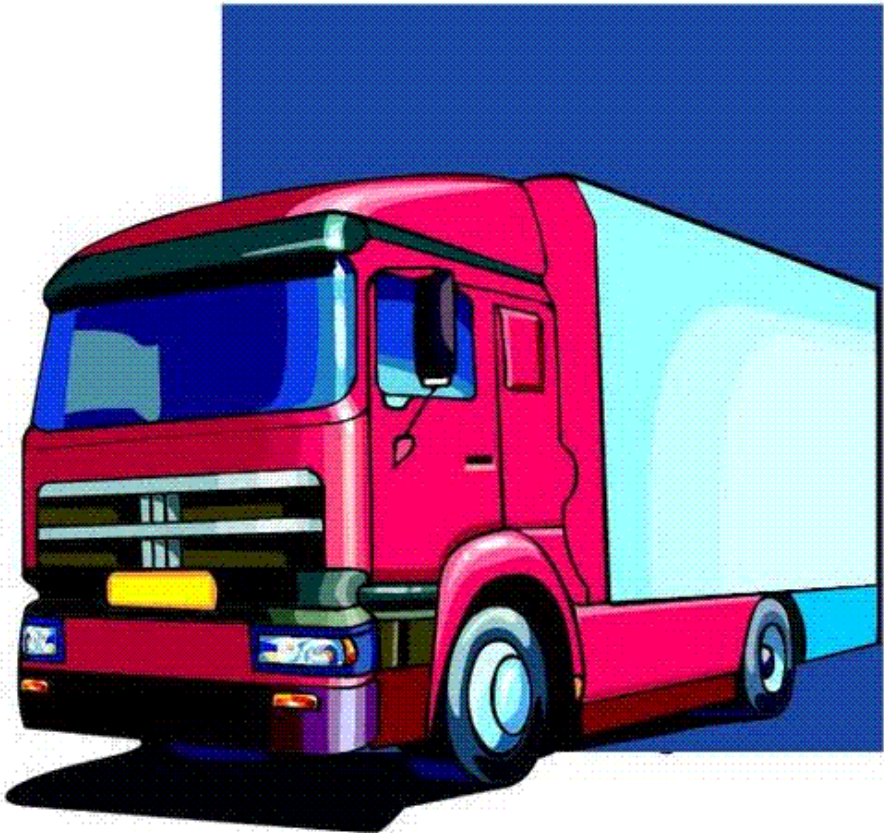


Scottish Freight and Logistics Advisory Group

Overnight Lorry Parking Report



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Introduction

Over a period of time feedback from the freight industry indicated that there was a growing problem due to lack of suitable overnight lorry parking facilities across the country and where sites already existed, anecdotal feedback suggested their commercial viability may have been at risk particularly as some drivers opted not to use them, even when employers provide an overnight parking allowance. Instead, drivers might make use of free lay-bys and other available free parking, which might not be either suitable (such as residential area) or a site which was insecure.

Current EU Drivers Hours Regulations requires HGV drivers to legally stop after 4.5 hours of continuous driving for a rest break and, after 9 or 10 hours for a daily rest break. It is therefore important that drivers are able to identify suitable locations to park. Scottish overnight lorry parking facilities vary widely from use of lay-bys to serviced facilities.

Background

At the December 2009 meeting of the Scottish Freight and Logistics Advisory group (SCOTFLAG) it was agreed that a working group be set up to investigate the issue in further detail.

This group was established in December 2009 with a membership of:

- Phil Flanders (Chair), the Road Haulage Association (RHA);
- Maya Rousen, Scottish Enterprise;
- Gavin Scott (until June 2010), the Freight Transport Association;
- Chris MacRae (from Jul 2010, the Freight Transport Association;
- Michael Cairns, TACTRAN; and
- Jim May (Secretary), the Scottish Government.

The Group was also supplemented by input from:

- Allen Doyle, the Strathclyde Partnership for Transport;
- Tony Trench, UNITE; and
- Peter Cullen, Transport Scotland.

Key Issues

Employers and UNITE voiced concerns that inadequate overnight parking facilities could have had the following impacts:

- exposed drivers to difficult situations e.g. no rest / eating / toilet facilities / or potential victims of crime;
- damaged vehicles, through vandalism and theft of contents, if left in an unsecure environment;
- negatively affect the image of the industry; and generate bad publicity for an organisation if a vehicle was parked in a residential area overnight
- increased risk of becoming victims of crime from parking in isolated / undesirable locations;

- Increased road safety risks (for the driver and other road users) caused by inappropriate parking in residential areas; and risk drivers hours infringements if unable to locate suitable parking facilities.
- congestion;
- noise pollution (e.g. refrigeration units on HGVs running overnight and early morning starts); and
- increased risk of accidents from HGV's parked in or near residential areas.

Supporting Evidence

Two reports were published in 2009 which related to lorry parking:

- a TACTRAN paper on overnight lorry parking;
<http://www.tactran.gov.uk/documents/FinalReportOvernightLorryParkinginTactran.pdf>
- a Department for Transport document on lorry parking in England. The report is available online.)

Three reports have also been published on lorry parking by Regional Transport Partnerships (RTPs):

- SESTRANS
<http://www.sestran.gov.uk/publications/20/strategy-documents--freight/>
- HITRANS:
<http://www.hitrans.org.uk/Documents/documents/HITRANSLorryParkingStrategy-FINAL.pdf>
- NESTRANS
http://www.nestrans.org.uk/db_docs/project/Lorry_Parking_Study.pdf

Each of these reports deserve recognition for their contents and have a wealth of valuable information and data that has been unavailable through any other study.

In addition to these reports, the information that was available made it difficult to assess whether market intelligence reports on lack of supply, was supported by factual evidence. Consequently The aim of the current project was to undertake research into the issue through the setting up of a sub-group made up of core members working in partnership with appropriate stakeholders and to produce a report which would:

- provide a snap shot of the known provision of overnight lorry parking, both how many sites there are and where they are located, supplementing existing information;
- assess if this provision meets the current level of demand based on the latest road freight statistics; and
- identify if there are gaps in provision and if so, where.
- Outline recommendations

Market Intelligence and Work Undertaken

The work carried out by the Sub-Group was largely been based around information gathering and desk based research. In addition to this the following tasks were undertaken during the period of January to December 2010:

- held a series of regular planned working group meetings;
- consulted with Unite trade union;
- produced a map showing all formal / informal overnight lorry parking sites across Scotland;
- created a matrix which contained all known information on the parking facilities available;
- passed a copy of the matrix and map onto Freight Scotland to allow them to update their online service which they offer to industry and also to ensure that information was consistent
- undertook an online survey of operators and drivers to establish:
 - where they drove;
 - where they parked; and
 - whether the current provisions met their needs;
 - 43 organisations responded and
 - 51 drivers also took part.

Findings

From the evidence gathering phase of the project, which included an online survey, and telephone one to ones, the main findings were:

- the number of known lorry parking sites in Scotland was 35, compared to the known lorry parks in England and Wales which is 131 (Scotland currently has 25% of the known lorry parking sites within GB.);
- the average cost of an overnight stay in Scotland is £12.00. The cheapest cost of an overnight stay is £6.50 while the most expensive cost of an overnight stay is £37.50;
- there are 7 known lorry parking sites that do not charge for overnight stays. (21% of the total in Scotland.)
- the low return rate from the questionnaire may indicate that industry does not regard lorry parking as a high priority issue at the moment;
- the TACTRAN survey showed that the largest number of operators were from North West England (21) followed by North East Scotland (20), Yorkshire & Humber (15) and South East Scotland (11). The largest number of vehicles parked were from North East Scotland.
- The telephone interview results suggested that part of this problem was due to delays in the daily schedules - delays waiting to make drops (consignees not ready to receive goods) or delays waiting to collect goods and traffic delays .As a result of this drivers run out of time before being able to return to base.
- Large parts of the west coast and north of Scotland have limited lorry parking sites. This is due in part to:
 - the low density of population in this part of Scotland;
 - outwith supermarkets, the majority of goods moved being delivered by local hauliers who do not need overnight parking facilities;

- the numbers of HGVs who could use any newly built overnight parking sites would be limited. Any such commercial venture would find it difficult to be commercially viable;
- the main findings from the online survey were that drivers and employers alike believed that the most important requirements of an overnight parking facility were toilets, showers, canteens and security fencing;
- evidence to date shows no requirement for public sector intervention as no market failure has been identified.

Recommendations

The recommendations arising from the report are:

1. Transport Scotland to ensure that the information it retains on lorry parking on the Freight Scotland website is regularly refreshed;
2. Transport Scotland to consider facilitating an online forum for feedback from HGV drivers on lorry parking;
3. Freight industry media should be encouraged to run regular articles/features on lorry parking sites across Scotland. These articles would raise the profile and awareness of the lorry parking available to HGVs;
4. Regional Transport Partnerships (RTP's) to take the opportunity to engage with Local Authorities in relation to:
 - a. explore the costs and benefits for the use of park and ride sites for overnight parking only by HGV's when there will be few cars using the facility; (It is noted that an initial financial outlay would be incurred under any such scheme, as well as ongoing costs relating to the maintenance of any such site. These costs might be offset through charging for use by industry.);
 - b. HGVs being given access to suitable coach and car parking facilities within urban areas (such sites may not need major investment into them);
5. encourage the other mainland regions of Scotland SPT, SESTran and SWestran to carry out their own studies collectively or individually to complete the study for the Scottish mainland;
6. the Sub-Group to investigate which current overnight lorry parks need to carry out actions to enable them to achieve an appropriate standard of security.

Next Steps

As a consequence of the report the group recommend the that the following actions are taken forward.:

- the report shall be published on the Transport Scotland website;
- the working group, through its Secretary, to liaise with Transport Scotland on issues relating to Freight Scotland and lorry parking information;
- Rab Dickson of ScotFLAG will act as the liaison officer with Regional Transport Partnerships to ascertain if an appetite exists to engage with Local Authorities on lorry parking issues;

- the working group chair will continue to seek a meeting with the Association of Chief Police Officers in Scotland for their views and continued contribution to the report and its findings, especially in relation to security and crime;
- Phil Flanders to liaise with trade magazines to run regular articles/features on lorry parking sites across Scotland;
- the Road Haulage Association and the Freight Transport Association to raise awareness amongst their members of the online location of the report in their trade magazines;
- an annual update of the information available.