

# Strategy for Lorry Parking Provision in England





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# 1 Introduction

DfT understands that the provision of lorry parking facilities is a vital service that supports the national and international road freight operations which help facilitate the UK economy and its growth. Lorry parks help to ensure road safety, preserve local amenity, reduce opportunities for crime and address the general needs of HGV driver working conditions. It is therefore important such services have support on a national level that helps create an environment which reduces the current barriers hampering development, financial stability and adequate standards.

To work towards this better environment for lorry parking a clear plan has to be in place that can be realistically and practically delivered. Creating this strategy for lorry parking is the first step towards a long-term solution. The strategy is also a response to the call from industry for a co-ordinated approach to policy.

## 1.1 Strategy Development

An initial statement was released by DfT, made in the Department for Transport: Delivering A Sustainable Transport System: The Logistics Perspective (December 2008):

*'The Department is undertaking a research project on the provision of lorry parking in England. The project is being undertaken to consolidate existing research which will lead to the clarification of roles and responsibilities across the public and private sectors. It is anticipated that it will feed into an action plan or strategy on lorry parking for implementation from 2009/10'.*

Since this statement progress has been made to develop the lorry parking strategy that is contained within this document. It is the aim of the DfT to continue to update the above statement at appropriate intervals, to communicate the progress of the lorry parking strategy implementation and delivery.

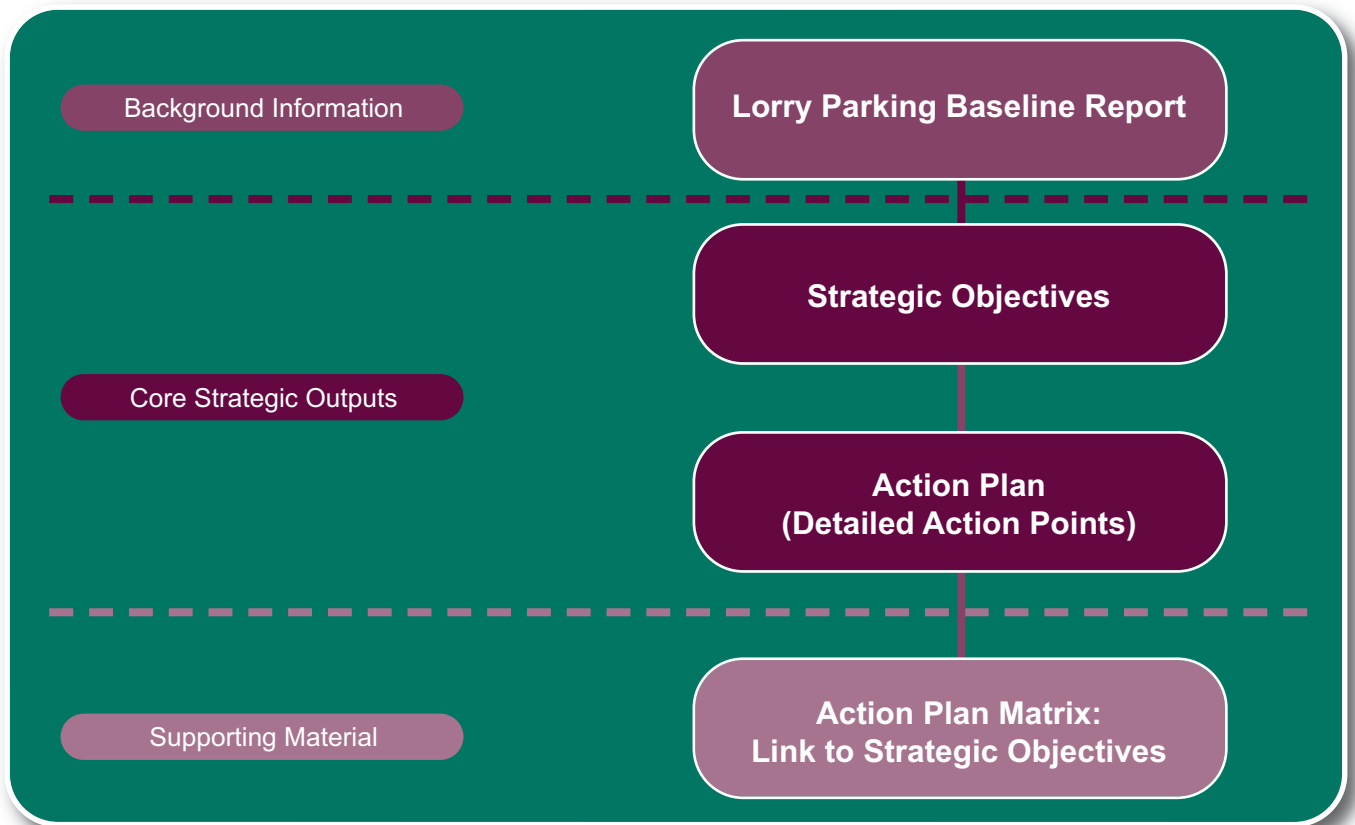
It is important to clarify that the lorry parking strategy was developed through a process of desktop research and informal consultations with stakeholders. Desktop research ran throughout the duration of the project conducting various policy reviews, keeping up to date with industry press releases, review of websites and reviewing previous projects that are linked to lorry parking. Communication with stakeholders was undertaken on an informal basis, to discuss the issues associated with lorry parking. Discussions with stakeholders and findings from the desk based research were fed into the production of the Lorry Parking Baseline Report - Understanding the Current Situation (September 2009) and also the overall strategy development.

The resulting lorry parking strategy has a set of six strategic objectives (chapter 2) that will be delivered through an action plan of 10 action points (chapter 3). Each of the action points has a core link to one of the strategic objectives. However, there are also overlaps with other strategic objectives which are shown through the Action Plan Matrix (chapter 4). The structure of the lorry parking strategy is shown overleaf in Figure 1.

The remaining chapters contain the:

- Strategic Objectives;
- Action Plan; and
- Action Plan Matrix

**Figure 1: Structure of Lorry Parking Strategy**



## 1.2 Management and Timescales

A DfT Project Manager will be responsible for implementing and tracking the progress of the strategy. The action plan will be subject to change as new information becomes available and the effectiveness of the strategy will be reviewed periodically overtime.

Initial priorities will be the dissemination of best practice guidance, development of a lorry parking model showing capacity and demand across England, activities related to policy and planning and European engagement.

## 2 Strategic Objectives

No.	Strategic Objective	Aim
I	Build on the current understanding of lorry parking provision and investigate the demand requirements up to 2014 – 2019 and beyond if necessary.	Develop a lorry parking model to establish an evidence based approach that can target specific problem areas and inform decision making at national, regional and local levels. This would help to map parking hotspots associated with demand and capacity issues up to 2014 – 2019 and beyond if necessary. This research would underpin many elements of the strategy / action plan.
II	Define the position of lorry parking policy at national, regional and local levels where required.	Encourage Councils to consider and support the need of lorry parking where it is required. Help to understand the position of lorry parking in the policy suite of documents including National Planning Statements (NPS), Policy Planning Guidance 13 (PPG13), Regional Spatial Strategies (RSS), Local Development Frameworks (LDF), Local Transport Plans (LTP), and 01/2008 'Policy on Service Areas and Road Side Facilities on Motorways and All-purpose Trunk Roads in England'.
III	Support Industry by providing Best Practice Guidance and further information to help stabilise business.	The production of best practice guidance to increase the appropriate use of lorry parking and clearly define operator and driver responsibilities such as forward planning and expense payment structures. Improve service levels and working conditions for drivers. Improve financial return of lorry parks and to stimulate future investment.
IV	Create an environment where lorry parking schemes can be brought forward by the private sector as more feasible investment opportunities. To help to make lorry parking businesses more sustainable and competitive.	Improve the stability of lorry parking businesses. To encourage new developments and to reduce closures across the network. Review of lorry parking operating costs. To make lorry parking businesses more competitive and viable as investment opportunities.
V	Increase awareness of existing lorry parking locations and encourage their appropriate usage. Increase the awareness of areas in need of lorry parking.	Reduce inappropriate parking and associated environmental and safety implications. Indirectly increase compliance to the driving time regulations. Encourage journey and contingency planning. Highlight the areas in greatest need of lorry parking provision, including locations that currently have no facilities.
VI	Encourage the development and use of secure lorry parking locations with an added intention of improving working conditions for drivers.	Reduce crime and terrorist opportunities and improve safety of drivers and lorry parking site staff. Utilise existing information from SETPOS and LABEL to encourage private investment in new developments and upgrades to increase security across the network. Provide guidance and information on available standards and how to achieve them.



### 3 Action Plan

Action 1: Lorry Parking Model (Capacity and Demand)						
Strategic Objective Linkage						
	I	II	III	IV	V	VI

Action	<p>Development of a lorry parking model to understand current and future demand locations on and adjacent to the Strategic Road Network up to 2014 – 2019 (and beyond).</p>
Implementation	<p>DfT (C) will take forward the development of a lorry parking model in two phases:</p> <ul style="list-style-type: none"> <li>i) Collection of baseline information and output of current situation;</li> <li>ii) Modelling future trends.</li> </ul> <p>A variety of sources of information will be considered, including surveys and physical site audits, consultation with key stakeholders combined with analysis of findings from previous research on lorry parking issues. DfT growth models will be overlaid to provide robust estimates of future lorry parking demand.</p> <p>Hotspots of need, crime and inappropriate parking will be identified and priority areas established which will enable a targeted approach to be adopted. The model will help inform future policy decision making of local authorities (e.g. Local Development Frameworks, land use priority and planning applications).</p> <p>Once completed, the lorry parking model, which will identify areas of need, will be published so that private developers, local authorities, Government Offices and the Regional Development Agencies can use it to inform decision making.</p>
Outcomes	<ul style="list-style-type: none"> <li>■ Increased awareness of key hotspots of lorry parking need and associated issues</li> <li>■ Increased coverage in planning and policy documents about areas of need for lorry parking</li> <li>■ More informed decision making on planning issues</li> </ul>

## Action 2: Policy & Planning

Strategic  
Objective Linkage

I

II

III

IV

V

VI

Action

Engagement with different policy and planning streams to help create an environment to enable lorry parking facilities to be protected / developed.

Implementaton

DfT (C) will seek to increase the coverage of lorry parking throughout local, regional and national policy and planning documents, including:

- National Policy Statements (NPS) of National Networks and Ports;
- Integrated (Single) Regional Strategies consultation;
- Planning Policy Guidance (PPG13) & Planning Policy Statements (PPS13);
- Policy and statutory consultation roles for Local Development Frameworks (LDF);
- Local Transport Planning (LTP) guidance for LTP3; and
- Circular 01/2008 'Policy on Service Areas and Road Side Facilities on Motorways and All-purpose Trunk Roads in England.

Of particular importance is the DfT Circular 01/2008 where the following issues will be considered:

- Allowing 'lorry park only' sites to be developed 'online' (i.e. directly off the motorway). As things stand, a developer wishing to bring forward an 'online' lorry park would be unable to do so as DfT Circular 01/2008 requires all 'online' driver rest facilities to cater for all types of vehicles (cars, caravans, buses and coaches, motorcycles as well as HGVs).
- Introducing minimum standards of service for lorry parks (e.g. opening times and facilities available on site), in much the same way that the existing DfT Circular 01/2008 does for Motorway Service Areas. Current programmes being undertaken by the European Commission (EC) will also need to be considered.
- Improvements to lorry park signing.

Furthermore, there is also a link between lorry parks being able to be developed 'online' and the new development consent regime. For nationally significant infrastructure projects (NSIP) anything that is classed as an 'associated development' will be proposed through a 'development consent order' (DCO). Lorry parking will be considered for inclusion on the list of 'associated developments' which will offer greater certainty during the planning process.

## Outcomes

- Improved understanding of how lorry parking fits into planning policy
- Improved ability to react to future policy refreshes and updates
- Creation of a policy structure that provides a sustainable future for lorry parking
- Reduction of current barriers being faced by private developers at the planning application stage
- Increased likelihood of lorry parking proposals securing planning permission, particularly in areas of greatest need
- Development of 'online' lorry parking facilities in areas of greatest need
- Protection of existing lorry parking facilities
- Provision of minimum standards for lorry parks on the Strategic Road Network
- Increased use of lorry parks
- Reduction in inappropriate parking and crime
- Improved working conditions for drivers

### Action 3: Best Practice Guidance for Lorry Parking

Strategic Objective Linkage

I

II

III

IV

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VI

Action

Production of lorry parking best practice guidance to cover:

- Operators / Dispatchers;
- Lorry Park Managers & Dispatchers;
- Drivers; and
- Local Authorities

Implementation

Best practice guidance will be developed by DfT (C). The guidance will clearly outline responsibilities, provide tips and case studies, and raise awareness of lorry parking issues such as crime and inappropriate parking.

An effective dissemination strategy will be developed that targets the relevant groups and will link into the Freight Best Practice Programme (FBP).

The production of the guides will involve communication with the Trade Press, events, shippers, ports, lorry park sites, operators, Freight Quality Partnerships (FQPs) and other various working groups.

The DfT (C) will also seek to include lorry parking in both the driver and operator Certificate of Professional Competence (CPC) training syllabuses.

Outcomes

- Behavioural change in the usage and operation of lorry parking facilities
- Improved operational efficiency of lorry parks, stabilising business and reducing closures
- Improved awareness of security standards
- Reduction in inappropriate parking and crime
- Improved working conditions for drivers

## Action 4: Finance

Strategic  
Objective Linkage

I

II

III

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VI

Action

Consideration of financial position.

Implementation

DfT (C) will work with key stakeholders to encourage new developments, improve financial sustainability and to reduce closures across the network.

Outcomes

- Increased viability for existing and new lorry parks through higher utilisation
- Increased security standards
- Reduction in insurance claims (and premiums)
- Improved working conditions for drivers

## Action 5: Diversification of Existing Infrastructure

Strategic  
Objective Linkage

I

II

III

IV

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VI

Action

Consideration of the potential of utilising park and ride sites, operating bases, consolidation centres and other available land / infrastructure to increase lorry parking.

Implementaton

DfT (C) will undertake research that will help to raise awareness of issues related to the diversification of existing infrastructure, including a consideration of the challenges in terms of safety and planning. Opportunities for pilot project sites will also be considered.

Freight Quality Partnerships (FQP) and Trade Associations will be key stakeholders in the undertaking of this work.

Outcomes

- Increased revenues / reduced costs through diversified use of existing infrastructure
- Sustainable use of existing infrastructure
- Possibility of reduced implementation time for new lorry park facilities
- Reduction in inappropriate parking and crime
- Improved working conditions for drivers

## Action 6: Ensuring Compliance

Strategic  
Objective Linkage

I

II

III

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VI

Action

Engagement with local / regional bodies, the Police and other stakeholders to explore alternative ways of reducing inappropriate parking.

Implementation

DfT (C) will pursue, with key stakeholders, various methods to reduce inappropriate parking. This will include the possible use of Traffic Regulation Orders (TRO) and introduction of pay meters.

It is recognised that increased enforcement activity may only be appropriate once sufficient suitable parking, signage and information is available to drivers in the area concerned.

Outcomes

- Reduction in inappropriate parking and crime
- Increased revenues and financial stability of lorry parks
- Environmental / economic benefits through better driver facilities
- Improved working conditions for drivers

## Action 7: Raising Awareness

Strategic  
Objective Linkage

I

II

III

IV

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VI

Action

Raise awareness of lorry parking facilities.

Implementation

DfT (C) will undertake specific measures to increase awareness of existing lorry park facilities. This will include, in partnership with the Highways Agency, publishing an updated edition of the Truckstop Guide and reviewing its impact, both online and in hard copy.

The updated Truckstop Guide will also contain a range of information aimed at improving safety on the road.

Outcomes

- Increased awareness of location of lorry parks
- Improved journey planning
- Reduction in inappropriate parking and crime

### Action 8: Sat Nav Development

Strategic Objective Linkage

I

II

III

IV

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VI

Action

Encourage sat nav companies and key stakeholders to develop appropriate, safe and reliable software for lorry drivers which include the location of lorry parks.

Implementation

DfT (C) will encourage technology developers and other key stakeholders to develop suitable software which identifies the location of lorry parks. Supporting information such as weight limits and bridge heights (suitable routes) are not always fully complete in existing software. This can at times actually decrease the safety of the driver and other road users and will need to be resolved. These devices would be particularly useful in situations where a driver may have to find an alternative place to stop the night.

Outcomes

- Increased awareness of lorry parks
- Improved contingency planning
- Reduction in inappropriate parking and crime

## Action 9: Stakeholder Communication

Strategic  
Objective Linkage

I

II

III

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VI

Action

Maintain regular communication with key stakeholders across the public and private sector.

Implementation

The DfT (C) will ensure regular communication takes place with key stakeholders and delivery partners (e.g. Trade Associations) to ensure the action plan is delivered effectively.

Outcomes

- Contacting a wider audience through the support of key stakeholders, including Trade Associations
- Increased awareness of DfT (C) policy and other issues related to lorry parking
- Dissemination of best practice and other information related to lorry parking to wider audiences

## Action 10: European Engagement

Strategic  
Objective Linkage

I

II

III

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VI

Action

A number of important projects operating on a European Scale that are directly linked to truck parking. These include SETPOS, LABEL and Easy Way (part of Streetwise). In summary DfT will:

- Utilise the final outputs of the SETPOS project;
- Take an active role in the LABEL Advisory Board to communicate the UK perspective;
- Engage with Easy Way to keep up to date with progress; and
- Ensure UK uptake of any future European opportunities, through engaging with the above projects, communicating with the European Commission and using the national trade press to communicate any opportunities to the private sector.

Implementaton

SETPOS

SETPOS is a pilot project with three main aims, to create a secure truck parking standard, test this in 5 pilot sites and also create an ICT system for truck parking information and reservation. A number of benefits can be gained from this project, which will involve ensuring all public documents are sourced from SETPOS e.g. standards, and business case, review the [www.truckinform.eu](http://www.truckinform.eu) portal and finally review the 'secure parking best practice handbook'. [www.setpos.eu](http://www.setpos.eu)

LABEL

LABEL continues the work of SETPOS but goes beyond security and also covers dignity issues. A range of levels will be decided upon and these will be used to certify at least 75 truck parks across Europe. DfT will promote the opportunity of free audits to UK truckstop operators and become part of the Advisory Board. This will give access to project documents (up to date research) and enable UK perspectives to be put forward. [www.truckparkinglabel.eu](http://www.truckparkinglabel.eu)

EASYWAY

EasyWay is a project for Europe-wide ITS deployment on main TERN corridors 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.

DfT (C) will engage with this project so that the UK can benefit from potential funding and ICT installations along the TERN. Working groups will be attended and updates for wider departments e.g. Highway Agency and Transec will be maintained. [www.easyway-its.eu](http://www.easyway-its.eu)

## Outcomes

- Active participation in European projects – ensuring UK interests are catered for
- Increased awareness of security issues and best practice
- Increased UK involvement in future funding programmes or pilot projects

## 4 Action Plan Matrix

Action Point		Strategic Objective Linkage					
		I	II	III	IV	V	VI
1	Lorry Parking Model (Capacity and Demand)	Core Link	Other Link		Other Link	Other Link	Other Link
2	Policy & Planning	Other Link	Core Link	Other Link	Other Link	Other Link	Other Link
3	Best Practice Guidance			Core Link	Other Link	Other Link	Other Link
4	Finance	Other Link	Other Link	Other Link	Core Link	Other Link	Other Link
5	Diversification of Existing Infrastructure	Other Link			Core Link	Other Link	Other Link
6	Ensuring Compliance	Other Link	Other Link		Other Link	Other Link	Other Link
7	Raising Awareness	Other Link		Other Link	Core Link	Core Link	Other Link
8	Sat Nav Development					Core Link	Other Link
9	Stakeholder Communication	Other Link	Other Link	Other Link	Other Link	Core Link	Other Link
10	European Engagement		Other Link	Other Link	Other Link	Other Link	Core Link

### Key



Core Link to Strategic Objectives



Other Links to Strategic Objectives