

- **There were more vehicles parking overnight (13,708) than there were on-site spaces (13,173). This means overall demand out-strips supply**
- **There were 280 lorry parking sites surveyed throughout England**
- **South East, West Midlands and East England were busy on-site ($\geq 70\%$ utilisation) and had more vehicles parking on and off-site than spaces**
- **41% of all vehicles recorded were choosing to park off-site**
- **All regions in England except London had significant levels of off-site parking**
- **The regions with high levels of off-site parking and excess demand also had high road freight crime**

Introduction

This study surveyed information on the number, type and capacity of lorry parks across England. It provides a range of stakeholders including industry, local authorities and developers with an indication of how well used these lorry parks were, and subsequently where additional lorry parking capacity may be needed to tackle cases of inappropriate parking and crime.

As an information source it is hoped this research will contribute towards empowering decision making at the local level. However, it is important to note that the research is not targeted to any one specific stakeholder. The results were also analysed at national, regional and local levels to allow for comparisons and different levels of interrogation.



This report is intended as an important first step towards tackling the issues of availability of secure lorry parking sites and inappropriate parking and truck crime, which reportedly costs the economy £250m per year¹. The report itself does not analyse why there are particular problems in particular areas, however the Department of Transport (DfT) does intend to build on the information in this report. This objective will be pursued in close partnership with the major road transport associations and unions e.g. through its Road Haulage Forum.

Results

The study recorded 280 sites across England allowing overnight parking. These sites had a total capacity of 13,173 parking spaces. The on-site utilisation of these sites varied across regions, from 45% to 80%, with the national average being 61%.

Considering England as a whole it appears that there was sufficient capacity to meet the demand for parking. However, this study has proven that average utilisation masks specific areas of high demand that can cause significant issues. A deeper analysis at the regional and local level has been provided to show that there were areas with a significant shortage of capacity. For example, the Eastern and South East regions were 80% and 71% utilised respectively, and both had an excess demand for parking over available capacity of more than 500 lorries (see Table 1).

¹ <http://www.ind.homeoffice.gov.uk/sitecontent/newsarticles/2011/july/22lorry-crime-prevent>

There was evidence to suggest that many drivers choose to park off-site in lay-bys or industrial estates, even when spaces were available on-site in surrounding areas. The study recorded a total of 5,676 vehicles parked off-site compared to 8,032 parking on-site. This means approximately 41% of drivers were not using suitable locations for overnight parking.

| Region | Capacity | Parked vehicles | | | | Excess vehicles | Total number of crimes |
|----------------------|---------------|-----------------|---------------------|--------------------|--------------|-----------------|------------------------|
| | | On-site | On-site utilisation | Industrial estates | Lay-bys | | |
| East Midlands | 2,034 | 1,130 | 56% | 171 | 656 | -77 | 314 |
| Eastern | 1,471 | 1,175 | 80% | 144 | 767 | 615 | 345 |
| London | 298 | 135 | 45% | 0 | 16 | -147 | 146 |
| North East | 310 | 156 | 50% | 127 | 119 | 92 | 38 |
| North West | 2,213 | 1,228 | 55% | 480 | 276 | -229 | 278 |
| South East | 1,992 | 1,415 | 71% | 228 | 939 | 590 | 348 |
| South West | 1,105 | 512 | 46% | 178 | 310 | -105 | 97 |
| West Midlands | 2,172 | 1,547 | 71% | 263 | 483 | 121 | 252 |
| Yorkshire and Humber | 1,578 | 734 | 47% | 145 | 374 | -325 | 520 |
| England | 13,173 | 8,032 | 61% | 1,736 | 3,940 | 535 | 2,338 |

Table 1: National overview of results

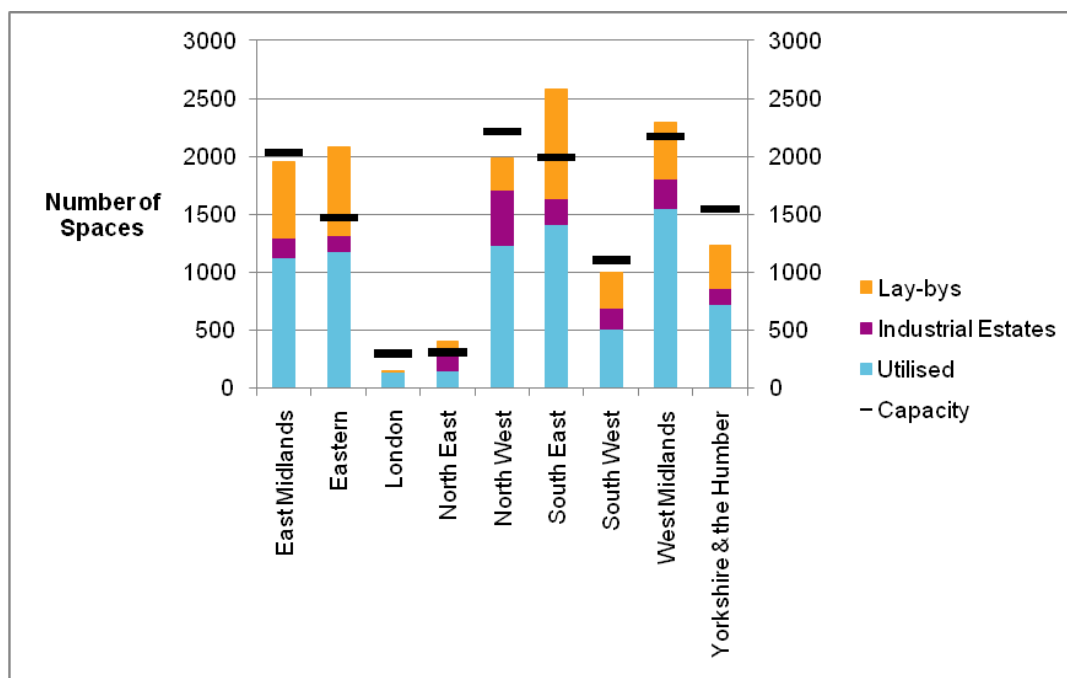


Figure 1: Number of vehicles parked by region and location

Table 1 and Figure 1 above highlights the number of vehicles parked in lorry parks, industrial estates and lay-bys. It also shows the total capacity of lorry parking facilities in that region. This shows that both the Eastern and South Eastern regions had significantly more vehicles parking than there was space. The West Midlands and North East were also over capacity by a smaller amount and the East Midlands, North West and South West were all close to exceeding the capacity. Given the nature of this survey it is possible that these regions will be over capacity during busy times of the year.

The three regions with the highest number of excess vehicles (Eastern, South East and West Midlands) also had the highest on-site utilisation (see Table 1 and Figure 1). This indicates that many drivers may be aware that sites are often busy in those regions and therefore were parking off-site. It also indicates that there would not be enough spaces to accommodate drivers if they all parked on-site. Table 1 also shows that these three regions had a high amount of reported crime.

It should be noted that Yorkshire and Humber did not have significant parking issues comparative to the high amount of recorded crime. This shows that road freight crime may also be influenced by the geography of a region, specifically where there are extensive escape routes to reduce the risk of the criminal being caught.

| Region | Number of lorry parks over 75% utilised | Number of local authorities which had excess demand | Number of local authorities which had excess demand, but also had spare on-site capacity |
|------------------------|---|---|--|
| East Midlands | 8 | 20 | 7 |
| Eastern | 15 | 27 | 5 |
| London | 1 | 1 | 0 |
| North East | 2 | 7 | 2 |
| North West | 8 | 25 | 6 |
| South East | 22 | 39 | 11 |
| South West | 6 | 13 | 5 |
| West Midlands | 14 | 16 | 7 |
| Yorkshire & the Humber | 5 | 12 | 3 |
| England | 81 | 160 | 46 |

Table 2: Demand issues

Table 2 provides additional analysis to help demonstrate the extent of localised demand issues within each region. Approximately 29% of all on-site parking in England was more than 75% utilised. This means one in three sites was close to, or at full capacity. This can be seen to be a contributory factor to the regions that also had a high number of local authorities with excess demand. Although Table 2 also shows there was some potential scope to address these issues, through the spare on-site capacity that is currently not being used, it confirms that significant issues would remain even if this spare on-site capacity could become better utilised. The conclusion of Table 2 is there were significantly more local authorities with excess demand than there were those with spare on-site capacity.

Conclusion

This study has demonstrated that there were significant demand issues for lorry parking across England. This was coupled with a high amount of reported crime, costing the economy millions of pounds each year.

Local authorities that had excess demand only had limited scope to reduce this issue through available on-site capacity. This highlighted a need for new development or increasing existing capacity in a number of locations. The high amount of recorded crimes further indicates a need to provide additional secure parking facilities, beyond just increasing capacity.

This study has proved its value in being able to geographically map out areas that have problems with road freight crime and lorry parking demand, both on-site and off-site in nature. The level of detail in the analysis provides a useful tool to help stakeholders determine what future policy decisions and actions may be required and where these could be targeted to have the maximum positive impact to relieve demand issues.