

Chapter 4: Regional Analysis



4 Regional Analysis

4.1 Introduction

This chapter provides a regional analysis of the study results. By breaking England into the nine regions it aims to inform stakeholders at a more detailed level. A number of the outputs in this chapter also present data at the local authority level within each region. This further segmentation of the results enables the analysis to be more targeted in its approach and identify the specific locations of greatest demand for lorry parking in each region.

4.1.1 Structure of Regional Analysis

All of the nine regions have a consistent format. The analysis is structured to guide the reader through a logical narrative. The sequence of outputs therefore aim to build up the overall picture of lorry parking demand, from the base information through to more complex presentations of multiple layers of data. As an outline, the analysis of each region has the following structure:

- **Regional Overview:** Three tables are used to depict base information such as the facilities, utilisation and crime totals. These are important to provide the context for each region before it is discussed in detail.
- **Facilities and Capacity:** There are two maps that illustrate capacity by specific location and within each local authority. This helps the reader to understand the options that were available to drivers and the locations in relation to the SRN.
- **On-Site Parking:** This is used to start the process of understanding demand. It therefore maps the on-site utilisation of each local authority within the region (as a percentage of total capacity). This will start to highlight areas that do not have enough capacity to accommodate on-site parking demand.
- **Off-Site Parking:** The analysis is separated into three sections with corresponding maps, including:
 - i. A map that shows the total number of vehicles that were parking off-site in each local authority of the region. This shows the overall extent of off-site parking.
 - ii. A more detailed analysis showing the specific location and type of off-site parking. This includes a differentiation between lay-bys, industrial estates and types of vehicle. Due to the level of detail means the region must be broken down into a number of maps¹⁰. The maps also include the individual on-site parking locations and depict how full they were. This helps to identify patterns of off-site parking compared to on-site availability.
 - iii. A hotspots map is used to identify locations where there was high off-site parking (25 vehicles or more, within a 5km radius of each other). This is a focussed analysis used to uncover specific locations of high off-site parking within the large area of a region.
- **Excess Demand:** This analysis presents an overall situation of demand for each local authority in the region, in terms of the total vehicle numbers that needed to park (on and off-site combined) compared to total capacity. Excess demand is important to identify local authorities, where even if off-site parking could be moved to on-site locations, there would not be enough capacity. Excess demand is therefore an indicator for potential required development, and at a minimum it is an indicator that there is an issue within the region.
- **Crime:** This is used to add a further level of comparison to demand issues¹¹. The total number of crimes is highlighted in each local authority of the region. A further map is then used to show specific locations of where crime was happening in relation to the hotspots of off-site parking and utilisation of on-site parking. This helps to understand any relationship between location of crime and demand.

¹⁰ The number of maps depends on the size of the region

¹¹ All crime data sourced from Truckpol 2010

Capabilities on project:
Transportation

4.3 Eastern

List of Key Facts:

1. Highest regional utilisation in England. Overall on-site parking was 80% full compared to a 61% national average
2. There was a severe off-site parking hotspot around A14/A1(M) Interchange, combined with a high level of road freight crime activity
3. Off-site parking hotspots were also present along sections of the A14, A1 and A428
4. There was a concentrated off-site parking hotspot at the A1/A47 junction, to the north-west of the region
5. There was significant off-site parking along A14 and around Thurrock
6. There was limited scope to encourage more vehicles to park on-site, as more than half of the sites were already close or at capacity. This indicates a need for additional parking
7. Over 40% of vehicles parking in the Eastern region were parking off-site
8. There was an excess demand in the region of 615 vehicles. This was the highest in England
9. In 2010 there were 345 recorded road freight crimes, directly costing the industry an estimated £8.6 million

4.3.1 Overview

The base information contained in the following Tables 4.4, 4.5 and 4.6 will be analysed in detail throughout the Eastern regional analysis. This will include the use of maps, graphs and written commentary as described in section 4.1.1 Structure of Regional Analysis.

Table 4.4 Overview of facility types and capacity in the Eastern region

Name	Type	Overnight Cost (£s)	Capacity
A1 Wittering Shell Services	TRSA	Free	130
Alconbury Service (Director)	Independent	£15 or less but more than £10	180
Baldock Services	MSA	£20 or less but more than £15	38
Beacon Hill	TRSA	£5 or less	23
Birchanger Green Services	MSA	£25 or less but more than £20	95
Boulton Bros Truck Stop	Independent	£15 or less but more than £10	10
Bp Connect @ Chelmsford LA Truckstop	TRSA	£10 or less but more than £5	47
Brampton Hut Services	TRSA	£10 or less but more than £5	20
Bungalow Cafe	Independent	Free	25
Courtaulds Road	Independent	£15 or less but more than £10	45
Crawley Crossing	Independent	£10 or less but more than £5	35
Hill Top Cafe	Independent	Free	35
Kates Cabin Cafe	Independent	£5 or less	20
Necton Diner	Independent	£10 or less but more than £5	20

Capabilities on project:
Transportation

Orwell Crossing Lorry Park	Independent	£15 or less but more than £10	197
Peterborough Services	MSA	£20 or less but more than £15	50
Risbys	Independent	£15 or less but more than £10	30
Rookery Truckstop	Independent	£10 or less but more than £5	15
Silver Ball Cafe	Independent	£15 or less but more than £10	18
South Mimms Services	MSA	£25 or less but more than £20	106
Stibbington Diner	Independent	£5 or less	50
The Green Welly	Independent	£5 or less	20
Thurrock Services	MSA	£20 or less but more than £15	101
Toddington Services Northbound	MSA	£20 or less but more than £15	60
Toddington Services Southbound	MSA	£20 or less but more than £15	46
Watling Street Truck Stop	Independent	£15 or less but more than £10	55
Total			1,471

Table 4.5: Overview of on-site utilisation, off-site parking and excess demand in the Eastern region

Utilisation						
Vehicle Type	UK Artic	non-UK Artic	UK Rigid	non-UK Rigid	Total	% Utilisation
On-site parking	523	211	107	2	1,175*	80%
Off-site Parking	Lay-bys	632	80	53	2	767
	Industrial Estates	114	16	14	0	144
Excess Demand				615		

*Note that for some sites the vehicle types could not be counted so does not appear in the disaggregation.

Table 4.6: Overview of 2010 reported road freight crime in the Eastern region

Reported Freight Crime ¹⁴					
Number of recorded crimes in 2010	345				
Severity Index ¹⁵	1	2	3	4	5
Number of crimes recorded	65	228	51	1	0
Value of freight crimes recorded	£1,395,177*				
Estimated total value of freight crimes recorded	£8,625,000**				

*Note that only reported costs are included in this data. Not all crimes were given an associated cost due to information not being available.

**In 2008 Truckpol estimated an average incident to cost £25,000. This base figure is used to estimate the total cost of freight crime in the region. This accounts for where cost information was not available.

¹⁴ Truckpol 2010

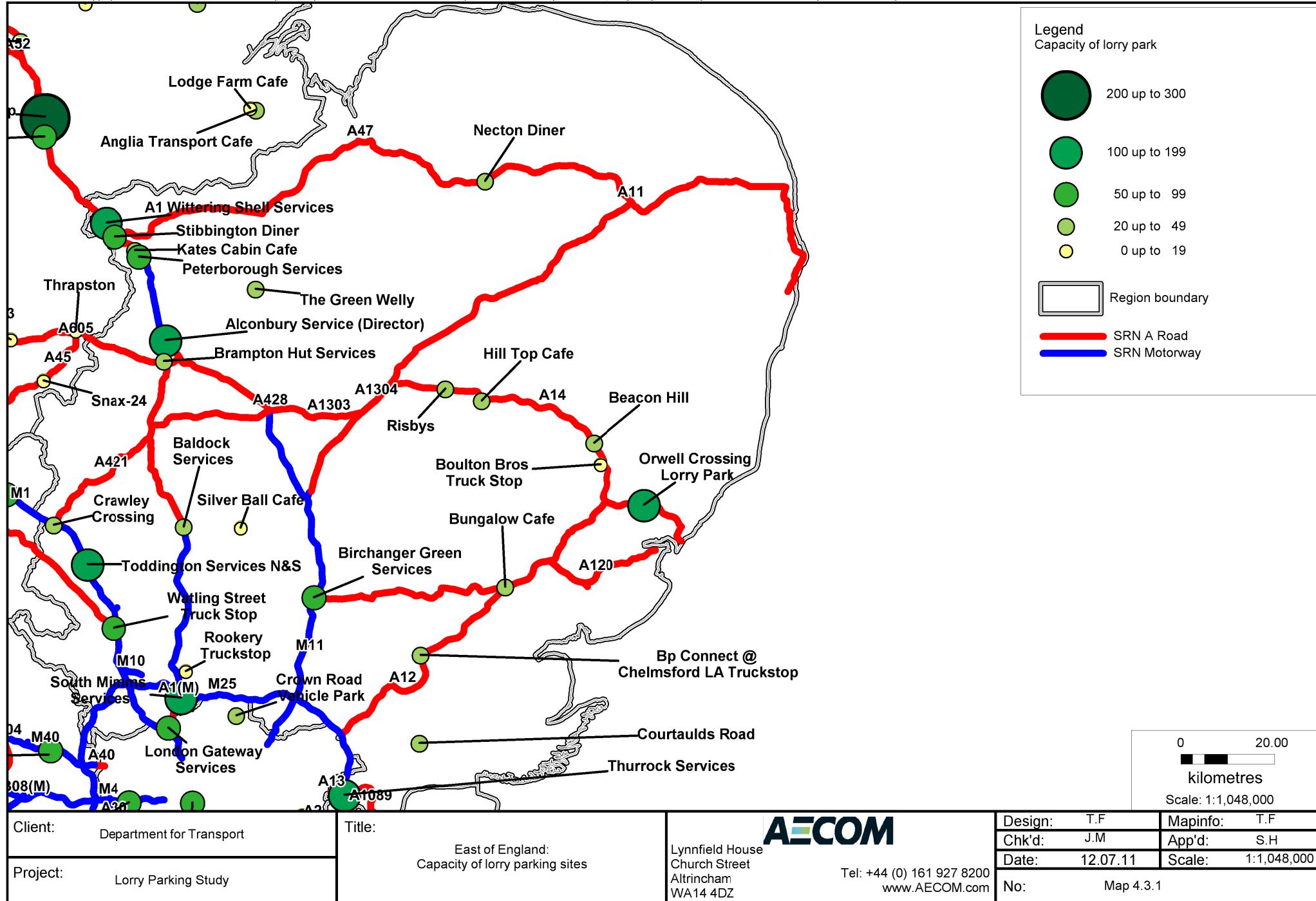
¹⁵ See Appendix 5 for explanation of crime severity index

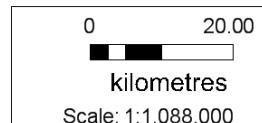
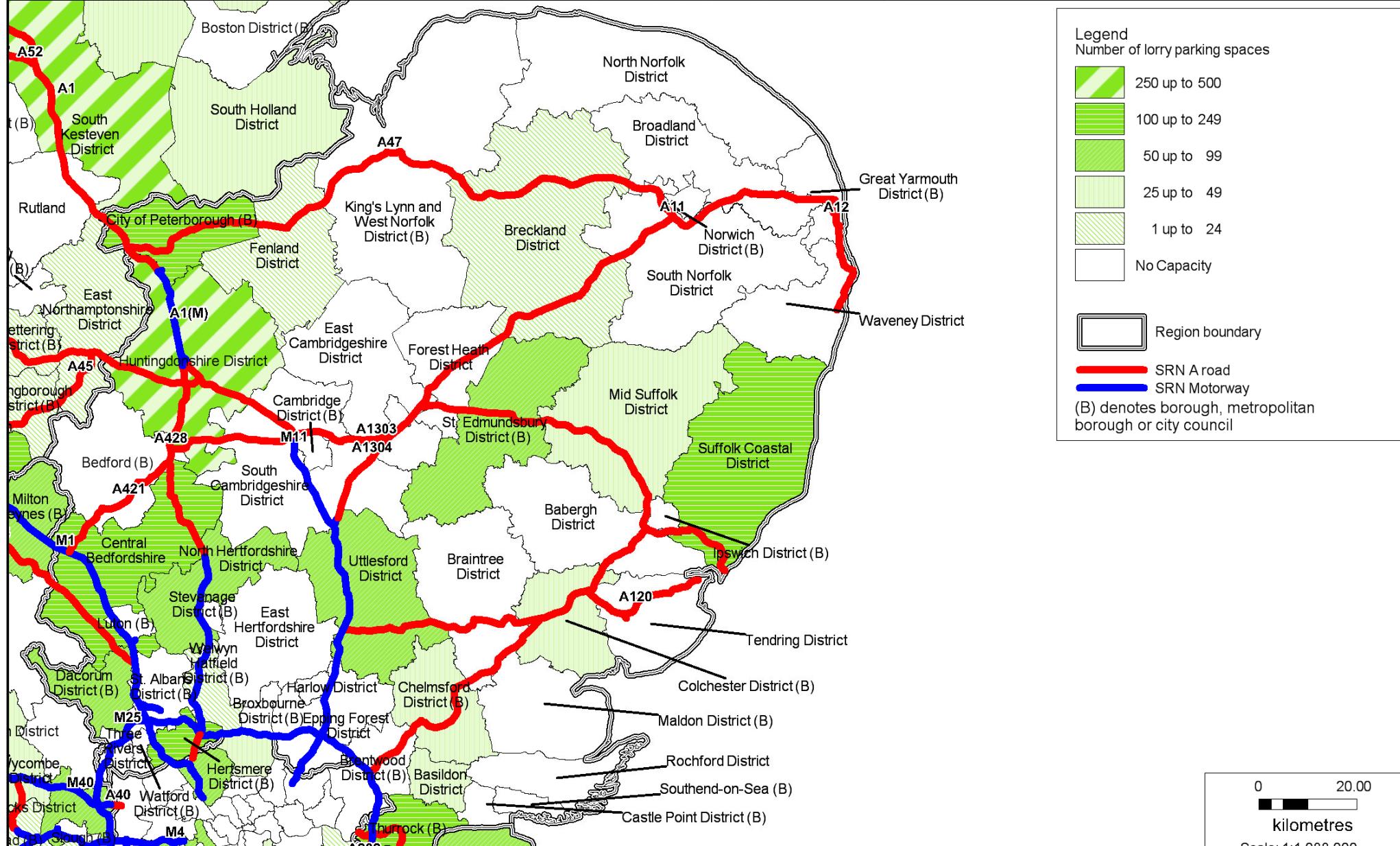
Capabilities on project:
Transportation

4.3.2 Facilities and Capacity

The region had 1,471 spaces spread over 26 sites. 16 of these sites had less than 50 spaces and 5 had more than 100. A list of sites with type, price and capacity is provided in Table 4.4 (see section 4.3.1). There was a mix of parking types in the Eastern region. The majority were priced at £15 or under.

Map 4.3.1 and 4.3.2 show the locations of the lorry parking sites and amount of capacity for each local authority. Huntingdonshire provided 320 spaces, the highest number in the region. Suffolk Coastal, Thurrock, Central Bedfordshire and City of Peterborough all had between 100 and 250 spaces. Welwyn Hatfield, North Hertfordshire, Uttesford and St Edmundsbury all had between 50 and 100 spaces. Basildon, Chelmsford, Colchester and Mid Suffolk provided between 25 and 50 spaces each. Broxbourne, Fenland and Breckland provided up to 25 spaces each. The rest of the region had no capacity, most noticeable was Cambridge and South Cambridgeshire at the centre of the region near to the M11/A14 interchange.





Scale: 1:1,088,000

Client: Department for Transport

Title:

East of England:
Onsite lorry parking capacity

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Design: T.F

Mapinfo: T.F

Ch'd: J.M

App'd: S.H

Date: 21.06.11

Scale: 1:1,088,000

No: Map 4.3.2

Project: Lorry Parking Study

Capabilities on project:
Transportation

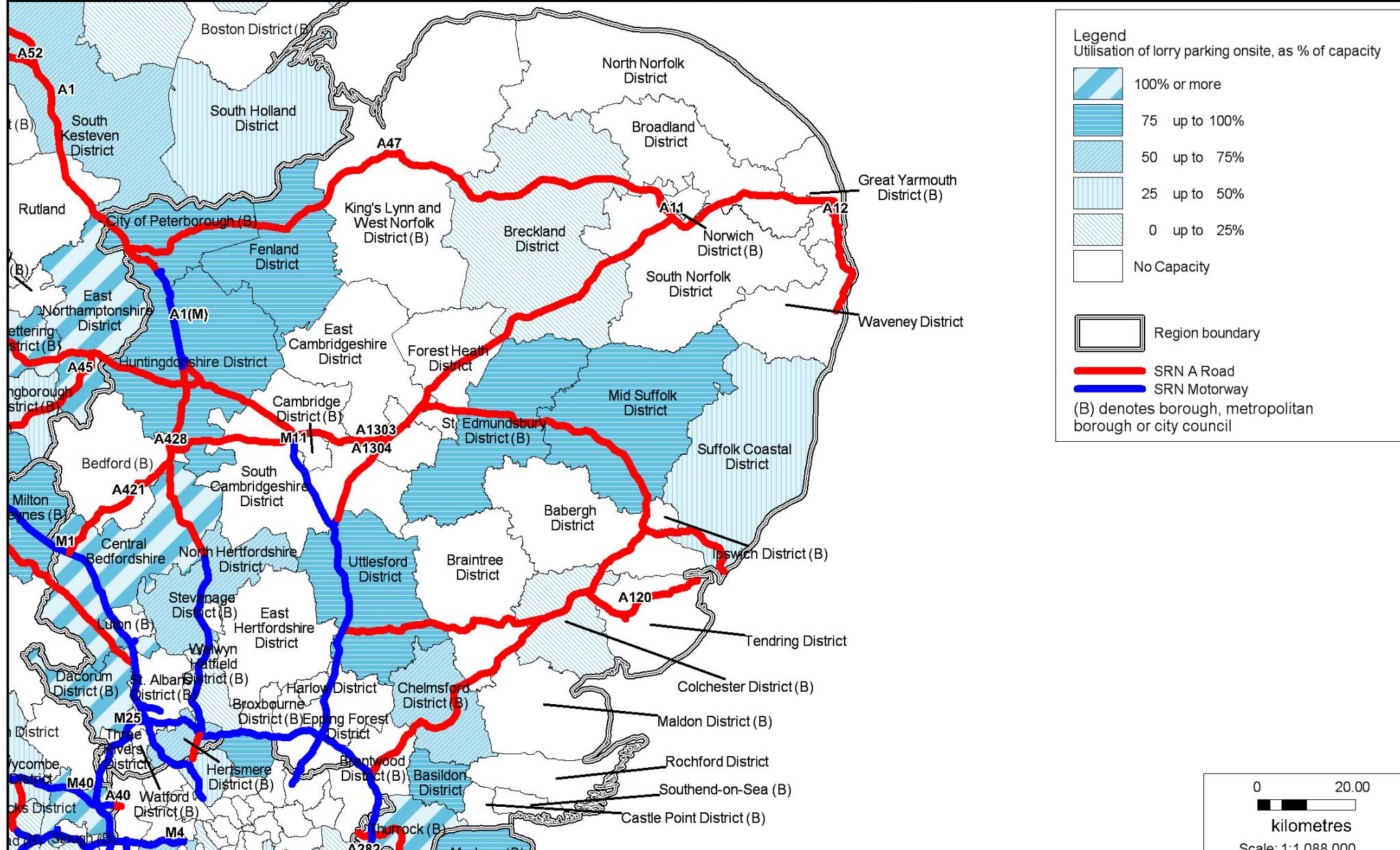
4.3.3 On-site Parking

When assessing the level of on-site utilisation in the Eastern region, Table 4.4 (see section 4.3.1) shows that overall lorry parking sites were busy compared to the rest of the country. An average of 80% utilisation means that a number of sites would be operating above capacity and potentially turning vehicles away. Even before off-site parking is accounted for this indicates that additional on-site parking may be required.

Approximately 62% of vehicles counted on-site were UK registered articulated vehicles. These are generally used for long distance journeys and thus would be more likely to be parking overnight enroute than in a local yard. At the local authority level (see Map 4.3.3) it was clear that Welwyn Hatfield, Central Bedfordshire and Thurrock were considerably busier than the rest of the region. All three of these local authorities were 100% or more full. This demonstrates the high demand for on-site parking in the region.

With regards to other local authorities in the region, Basildon, Uttlesford, St Edmundsbury, Mid Suffolk, Huntingdonshire, City of Peterborough and Fenlands Districts were 75 – 100% utilised. Again this showed a high demand for parking. Although there was some spare capacity available in these authorities, on busy days it is possible that they would reach full capacity. All other local authorities with lorry parking sites had 'spare' capacity.

The hotspot and on site utilisation map (Map 4.3.9) shows that 16 of the 26 lorry park sites in the region were more than 75% utilised. This indicates there may be limited scope to encourage more vehicles to park on-site, as more than half of the sites were already close or at capacity. It is likely that an increase in capacity would be required to manage such demand.



Client: Department for Transport

Project: Lorry Parking Study

Title:

East of England:
Onsite lorry parking utilisation

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Date: 21.06.11

Scale: 1:1,088,000

No: Map 4.3.3

Capabilities on project:
Transportation

4.3.4 Off-site Parking

The maps that analyse off-site parking (see Maps 4.3.4, 4.3.5, 4.3.6, 4.3.7, 4.3.8 and 4.3.9 - all immediately after this page) show that the number of vehicles parking in lay-bys and industrial estates was greatest in Huntingdonshire, South Cambridgeshire and Thurrock. The rest of the region had more minor, but still significant levels of off-site parked spread throughout.

Table 4.5 (see section 4.3.1) shows that over 40% of vehicles parking in the Eastern region were parking off-site. Combined with the fact that the lorry parking sites were 80% utilised could indicate that some lorry drivers wish to park on-site but could not due to the level of parking on-site.

Map 4.3.4 shows which local authorities had high levels of off-site parking. More than 75 vehicles were parked either in lay-bys or industrial estates in Huntingdonshire and South Cambridgeshire. More than 50 vehicles were also parked off-site in Thurrock. Huntingdonshire contains the intersection of the A14 and M1, and South Cambridgeshire has the intersection of the M11 and A14. These three roads carry particularly high volumes of freight traffic. Thurrock was busy because it is not only next to the M25 but close to Tilbury docks which has significant amounts of freight traffic.

Map 4.3.4 also shows that Fenland, St Albans, Norwich, Luton, Watford, Three Rivers, Castle Point, Southend-on-Sea, Rochford, North Norfolk, Great Yarmouth and Waveney Districts all had no off-site parking. All other local authorities have some level of off-site parking, more detail is provided on this below.

Given the size of some local authorities within the region it is important to understand exactly where the hotspots of off-site parking were. The Eastern hotspot map (see Map 4.3.9) shows five locations where there were more than 25 vehicles parked off-site within in a 5km radius of each other. These were at the A14/A1(M) interchange which had more than 75 vehicles parked off-site within 5km of the SRN. The second hotspot was near Peterborough and had between 50 and 75 vehicles parked off-site within 5km of the SRN. The other hotspots had 25 or more, but less than 50 vehicles parked off-site within 5km of the SRN. These were in the following locations; between Cambridge and Mildenhall, Chelmsford to Grays and the A120 east of the M11.

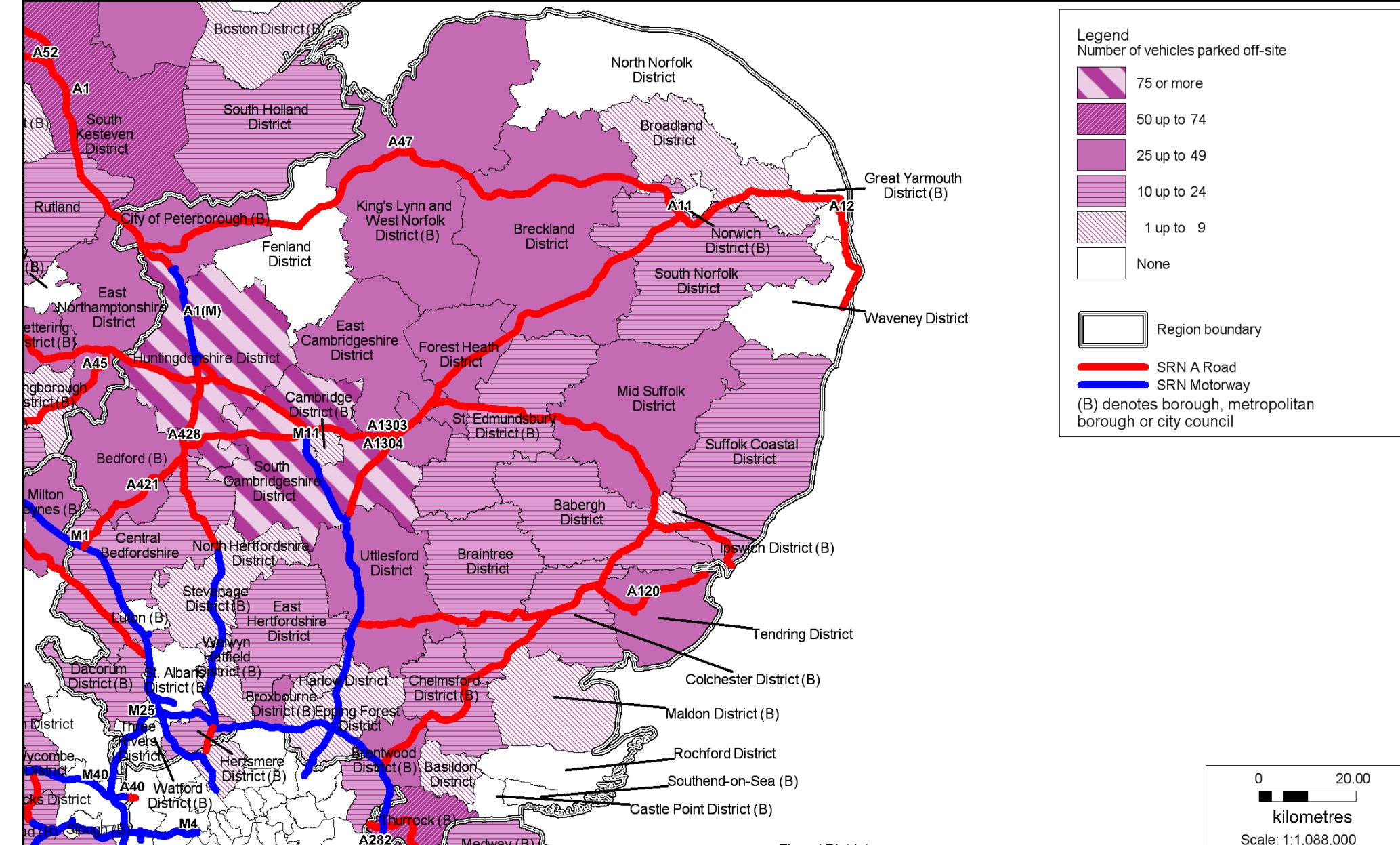
The detailed off-site parking map (see Maps 4.3.5, 4.3.6, 4.3.7 and 4.3.8) shows the exact locations of the lay-bys and industrial estates being used for parking which can be related back to the hotspot analysis. The hotspot at the A14/A1(M) interchange was being caused by a combination of vehicles parking on the A14, in industrial estates in Huntingdon; Stukely Meadows industrial estate and Ermine business park. There was also parking in lay-bys and industrial estates to the south around St Neots. This area is a key interchange with the A14 catering for East-West movements and the A1/A1(M) providing one of the key North-South links.

The hotspot near to Peterborough was caused by vehicles parking in lay-bys on the A1 near to the A47 junction. In particular, one lay-by on the southbound carriageway had 28 parked vehicles. These vehicles were close to where the A-road becomes a motorway so there wouldn't be many further places to park until the A14 interchange, which was also busy. This could have been contributing to the off-site parking around Peterborough.

The hotspot between Cambridge and Mildenhall was caused by vehicles parking in lay-bys on the A14, A1304 and the A11, as well as in two industrial estates to the north of Newmarket; Studlands Park and Pines industrial estates. The A14 is a key link between major North-South corridors, the midlands and the port of Felixstowe. The A14 therefore has a high level of daily freight traffic.

The hotspot on the A120 east of the M11 was caused exclusively by vehicles parking on the A120; these vehicles could have been travelling between London and the port of Felixstowe or related to Stansted Airport.

The hotspot between Chelmsford and Grays was caused by parking in lay-bys on the A12 and on the A13.



Client: Department for Transport

Project: Lorry Parking Study

Title:

East of England:
Number of vehicles park off-site
(lay-bys and industrial estates)

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Mapinfo: T.F

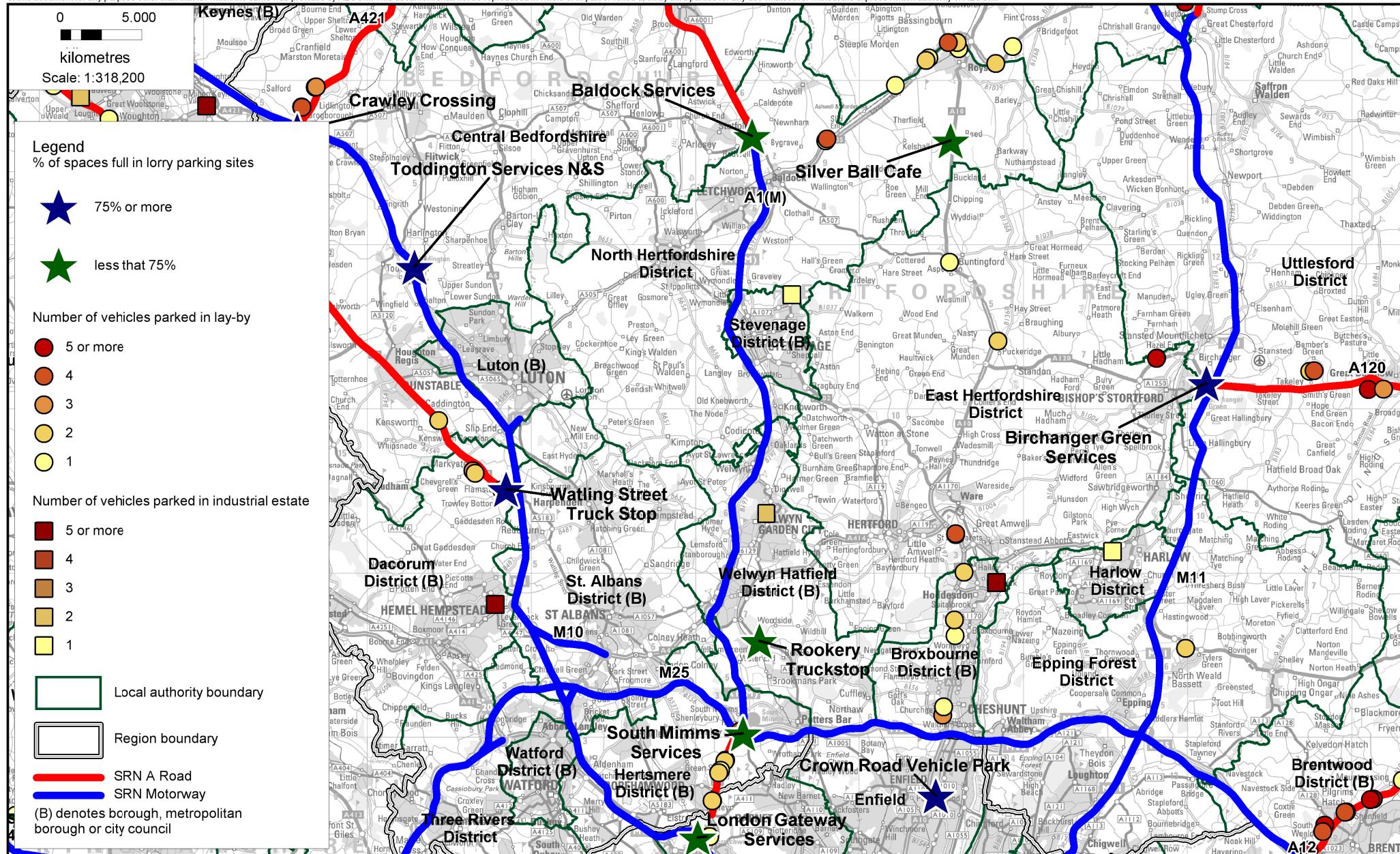
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App'd: S.H

Date: 21.06.11

Scale: 1:1,088,000

No: Map 4.3.4



Client: Department for Transport

Project: Lorry Parking Study

Title: East of England:
Off-site parking in
lay-bys and industrial estates
and use of lorry parking sites
southern section

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Mapinfo:

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App'd:

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Date:

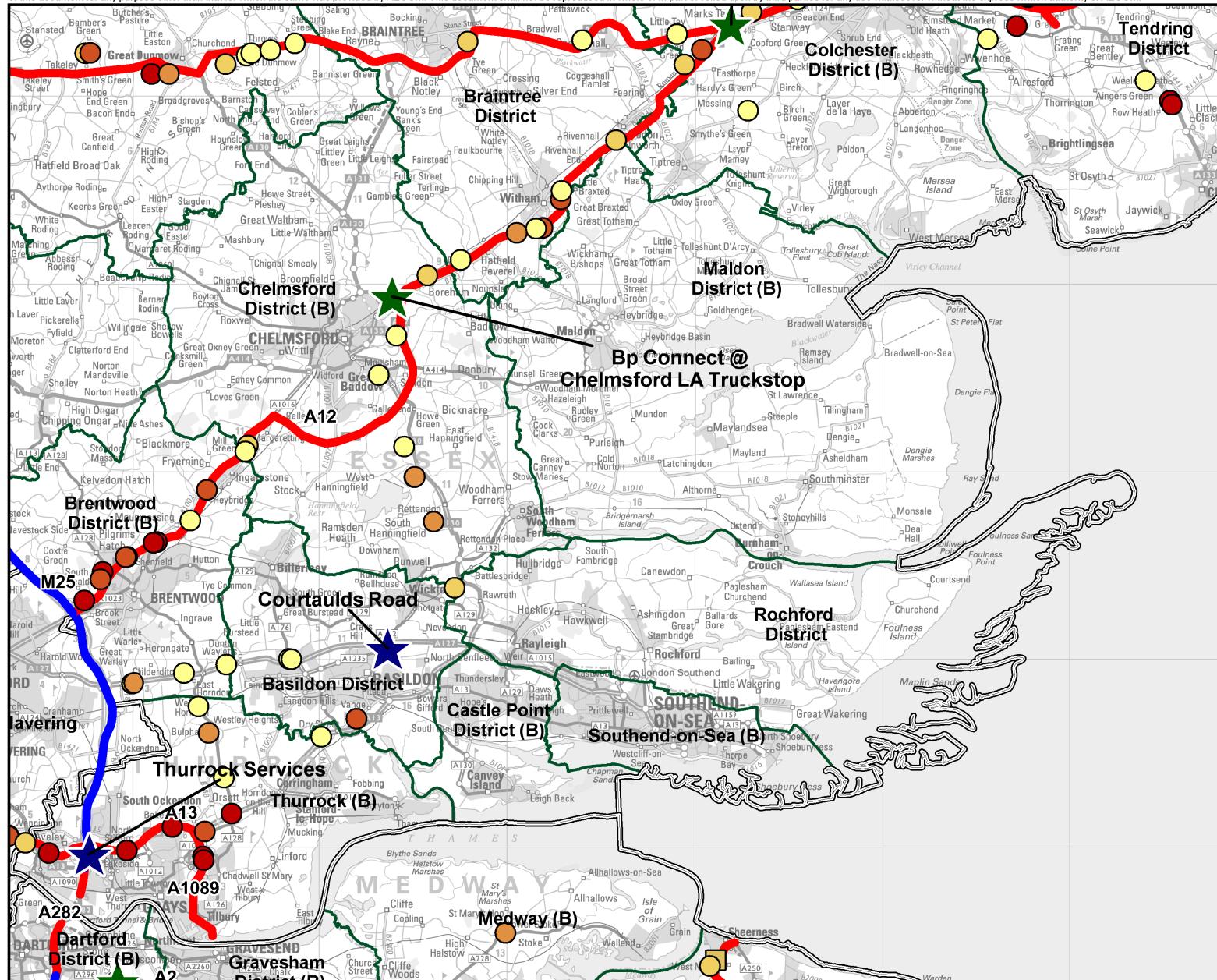
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1:318,200

No:

Map 4.10.5



Legend
% of spaces full in lorry parking sites

★ 75% or more

★ less than 75%

Number of vehicles parked in lay-by

● 5 or more

● 4

● 3

● 2

● 1

Number of vehicles parked in industrial estate

● 5 or more

● 4

● 3

● 2

● 1

Local authority boundary

Region boundary

SRN A Road

SRN Motorway

(B) denotes borough, metropolitan borough or city council

0 5.000
kilometers

Scale: 1:318,100

Client: Department for Transport

Project: Lorry Parking Study

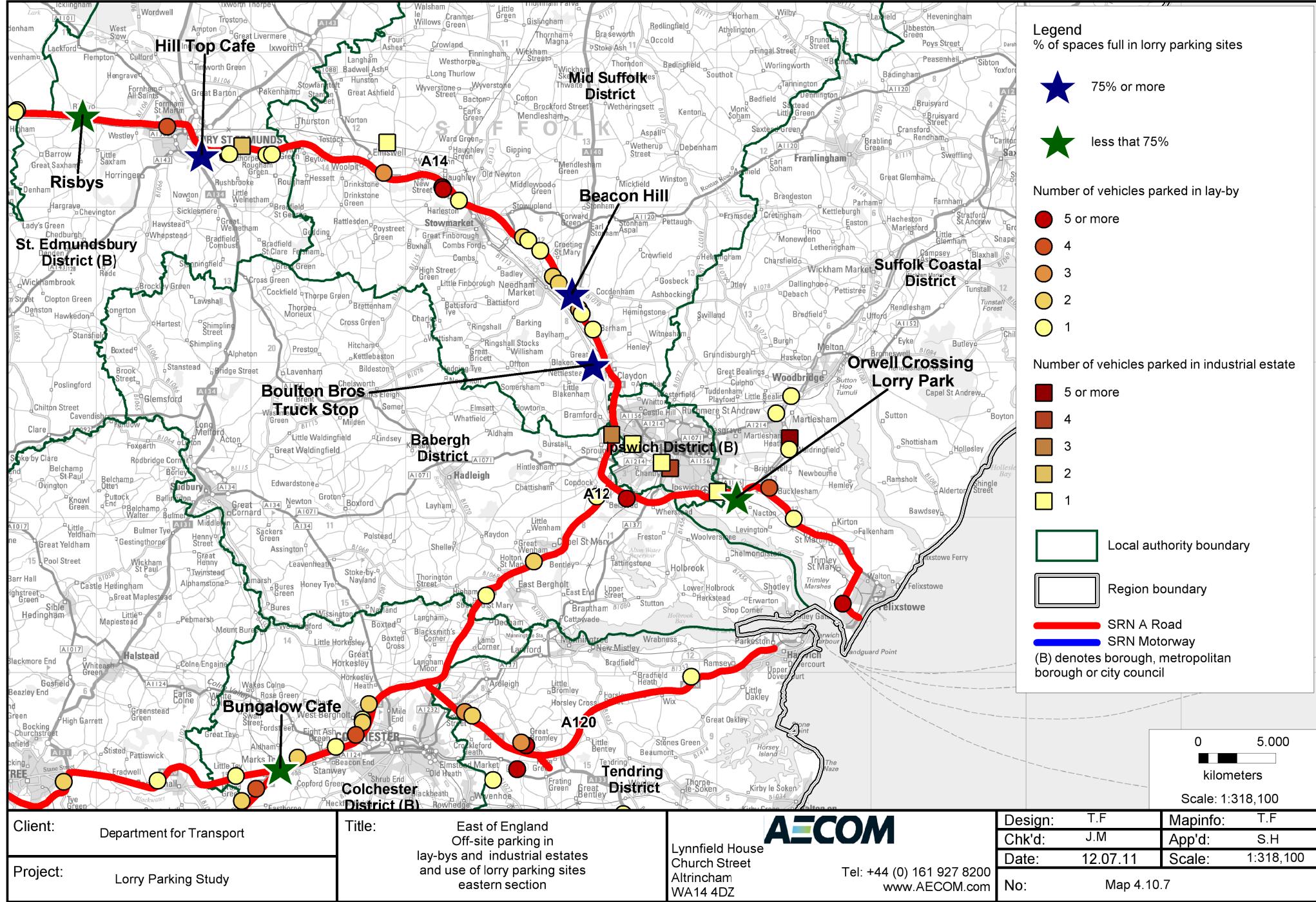
Title: East of England:
Off-site parking in
lay-bys and industrial estates
and use of lorry parking sites
southeastern section

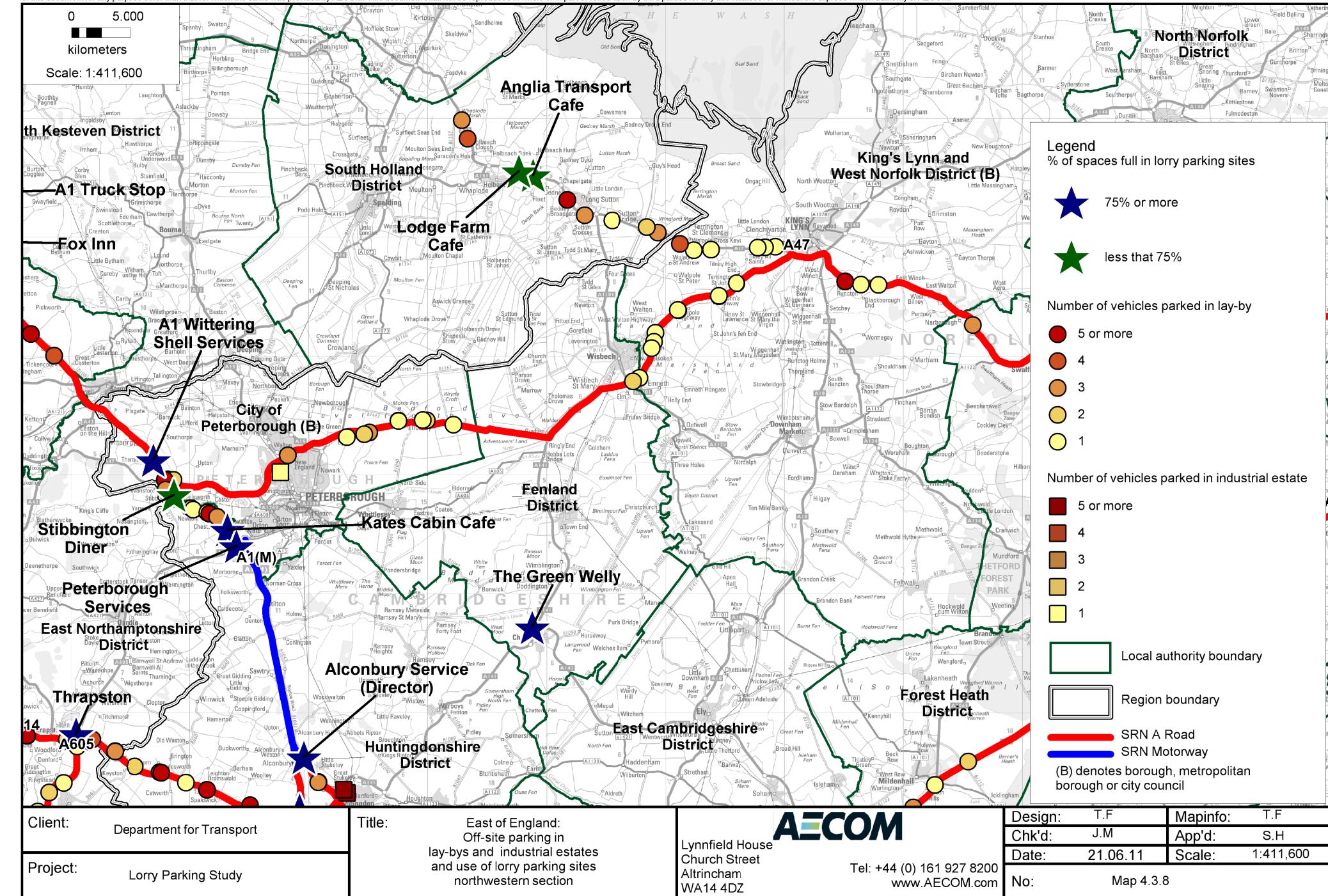
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Design:	T.F	Mapinfo:	T.F
Chk'd:	J.M	App'd:	S.H
Date:	12.07.11	Scale:	1:318,100
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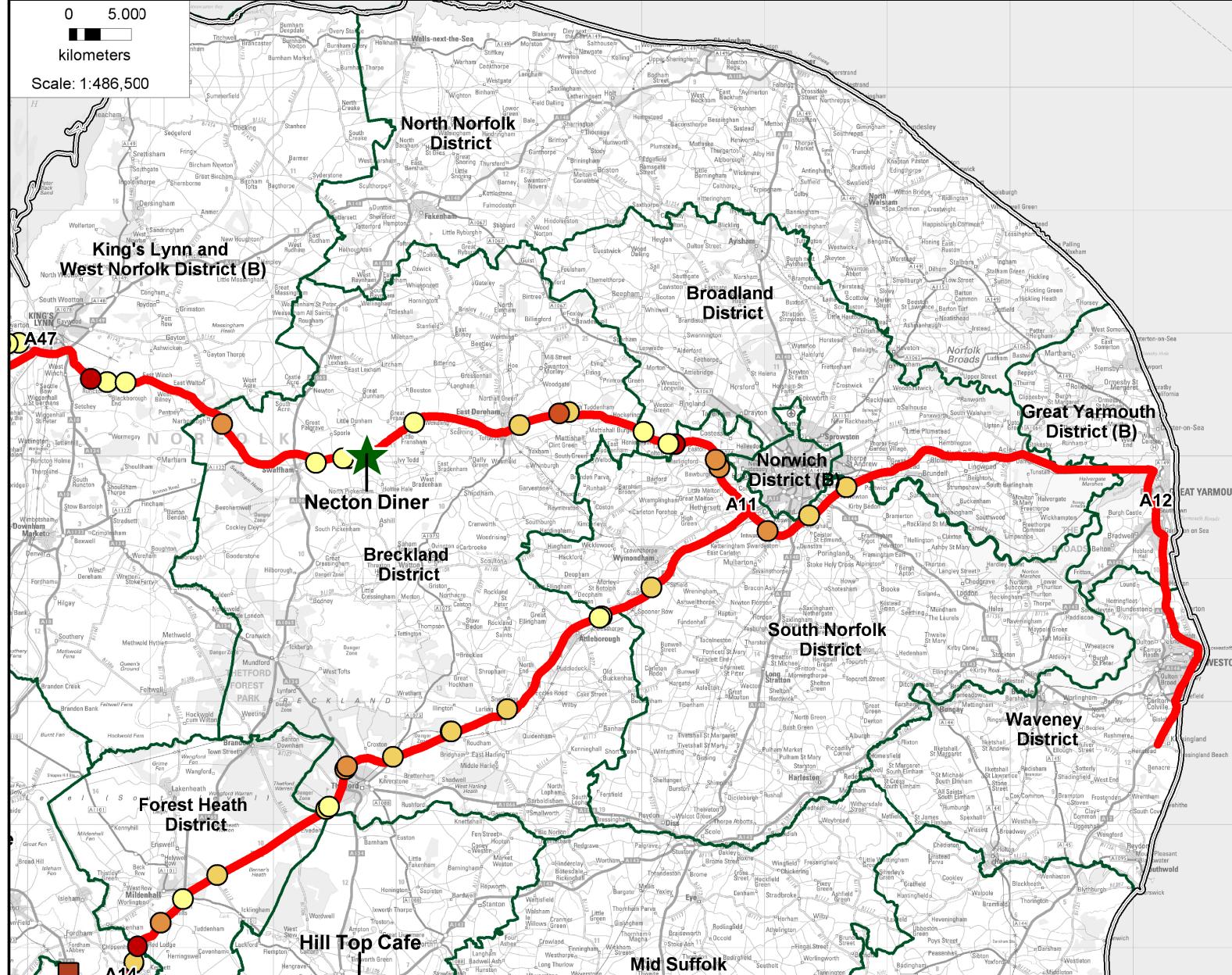




0 5.000

kilometers

Scale: 1:486,500



Legend
% of spaces full in lorry parking sites

★ 75% or more

★ less than 75%

Number of vehicles parked in lay-by

- 5 or more
- 4
- 3
- 2
- 1

Number of vehicles parked in industrial estate

- 5 or more
- 4
- 3
- 2
- 1

Local authority boundary

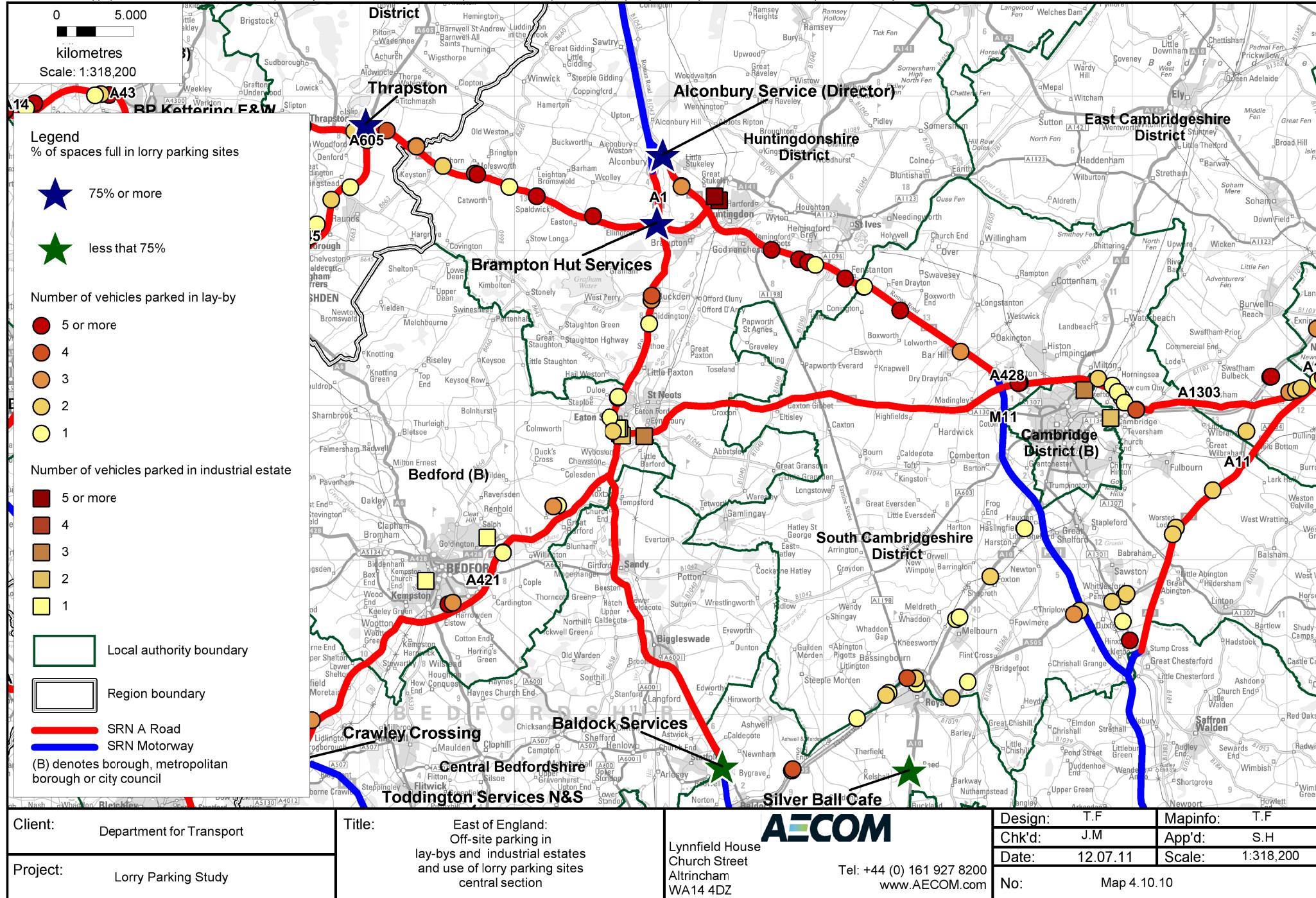
Region boundary

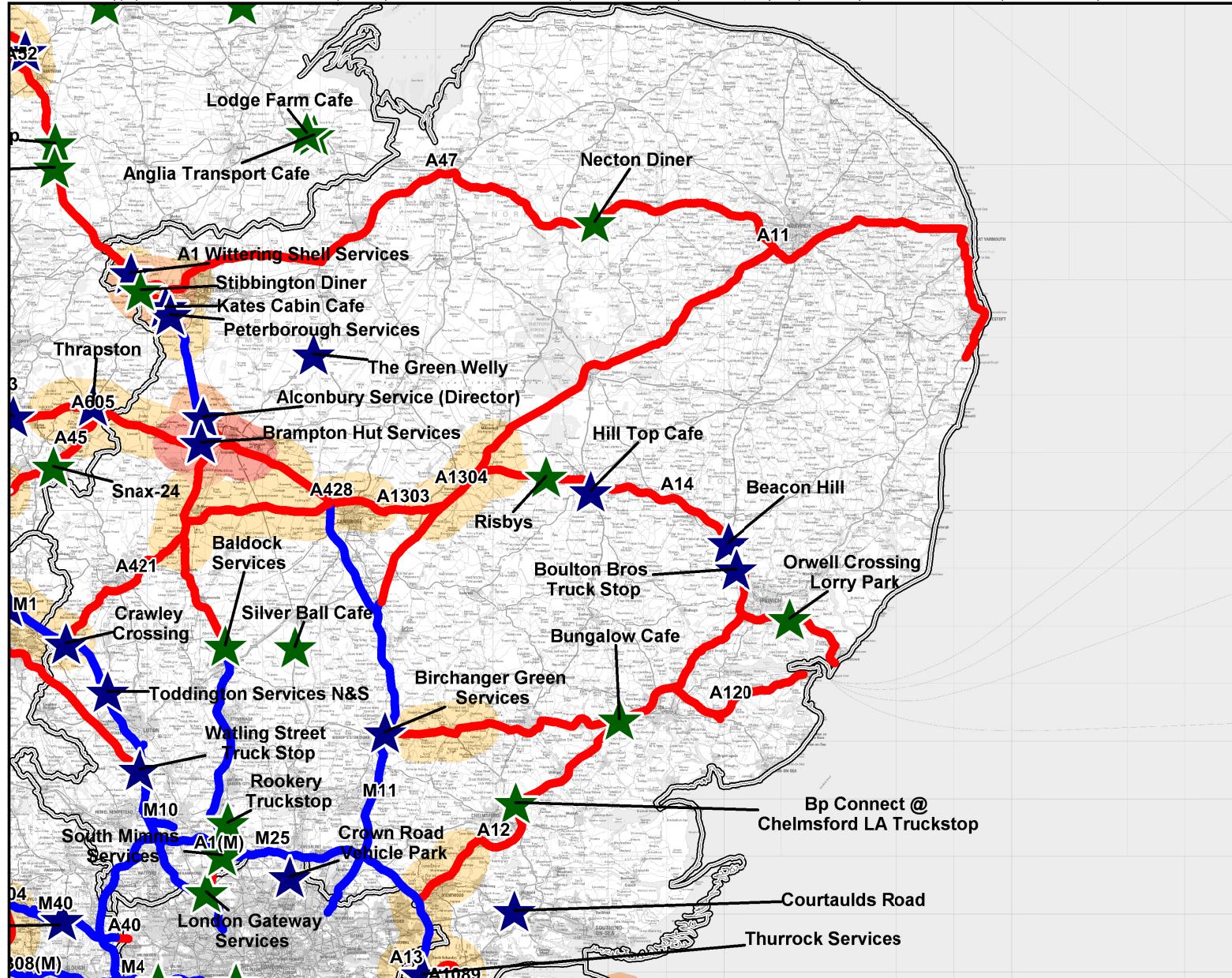
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Legend
% of spaces full in lorry parking sites

★ 75% or more

★ less than 75%

Off-site parking hotspot
vehicles parked within 5km of SRN

100 or more

75 up to 100

50 up to 75

25 up to 50

Region boundary

SRN A Road
SRN Motorway

0 20.00
kilometres
Scale: 1:1,048,000

Client: Department for Transport

Project: Lorry Parking Study

Title:

East of England:
Off-site parking hotspots
and use of lorry parking sites

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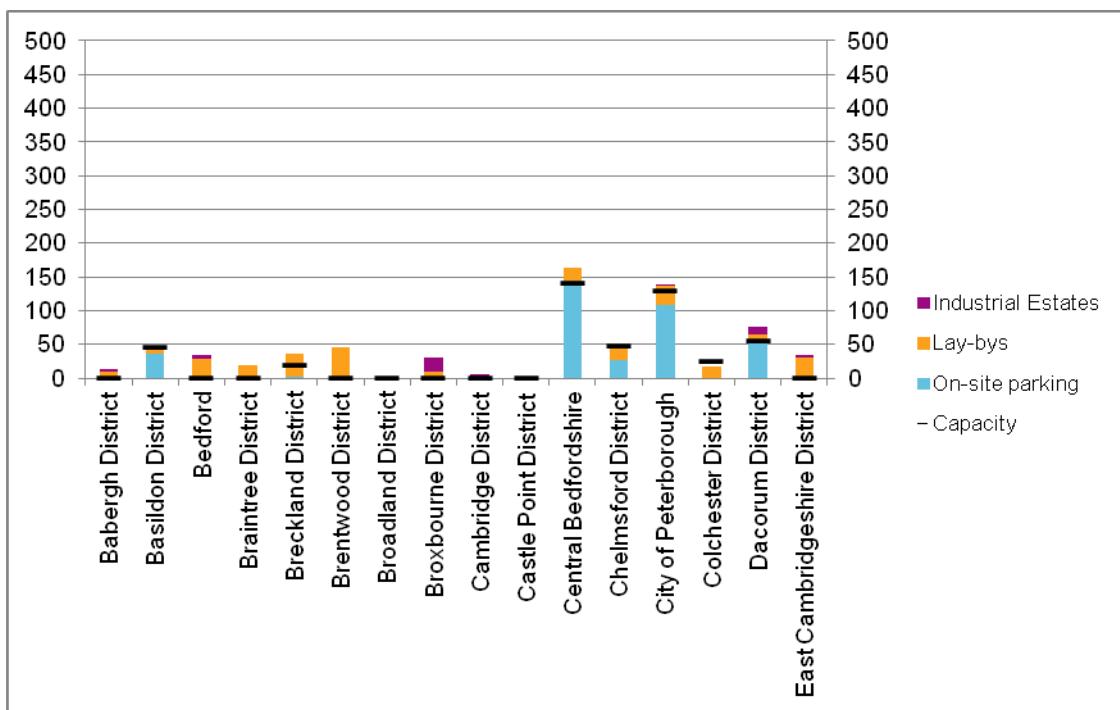
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Chk'd:	J.M	App'd:	S.H
Date:	12.07.11	Scale:	1:1,048,000
No:	Map 4.3.11		

Capabilities on project:
Transportation

4.3.5 Excess Demand

The charts below (Figure 4.4, 4.5 and 4.6) show the amount of on and off-site parking by local authority. Each column in the chart represents the total vehicles parked in the local area broken down into on-site, lay-by and industrial estate. The black line denotes the amount of capacity surveyed in each area. Where the column goes above the black line it shows there was an excess of vehicles parked. This chart aims to show whether there was spare capacity in lorry parks to accommodate all the vehicles in the region, and where vehicles were parking. For example, Huntingdonshire had some available space on-site but even if the lorry parks were fully utilised there would still be significant off-site parking. Whereas, the Suffolk Coastal column was below the black line meaning all vehicles could be accommodated on-site.

Figure 4.4: Graph of parking trends across local authorities in the Eastern Region (A-Ea)



Capabilities on project:
Transportation

Figure 4.5: Graph of parking trends across local authorities in the Eastern Region (Ea-Nor)

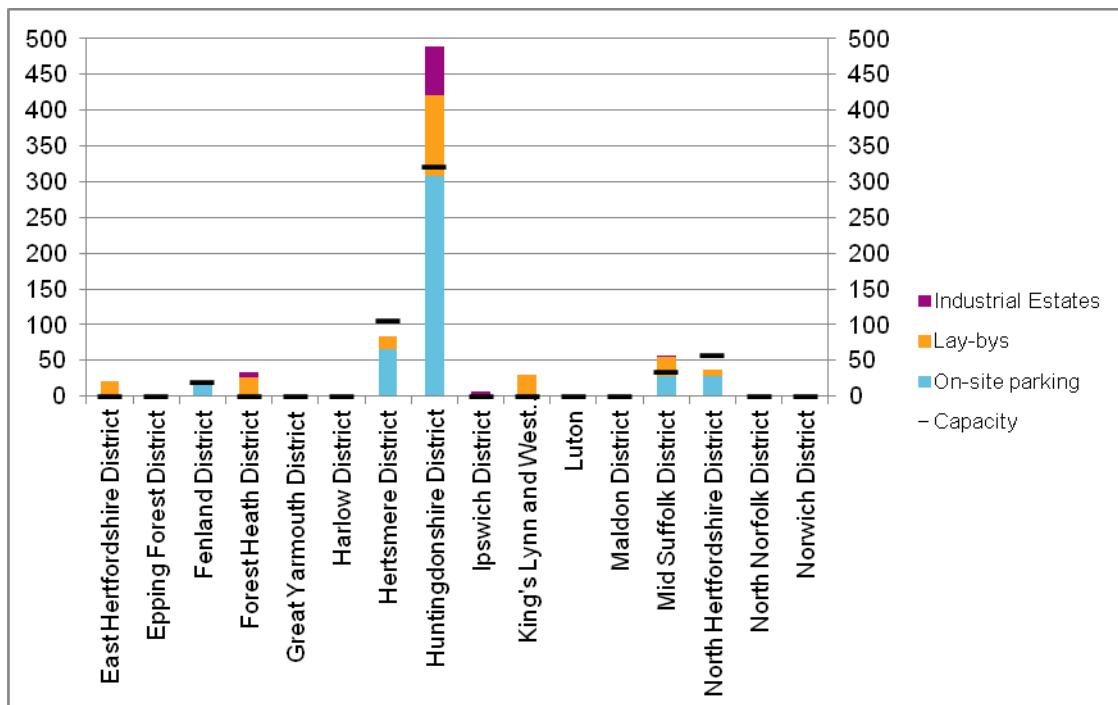
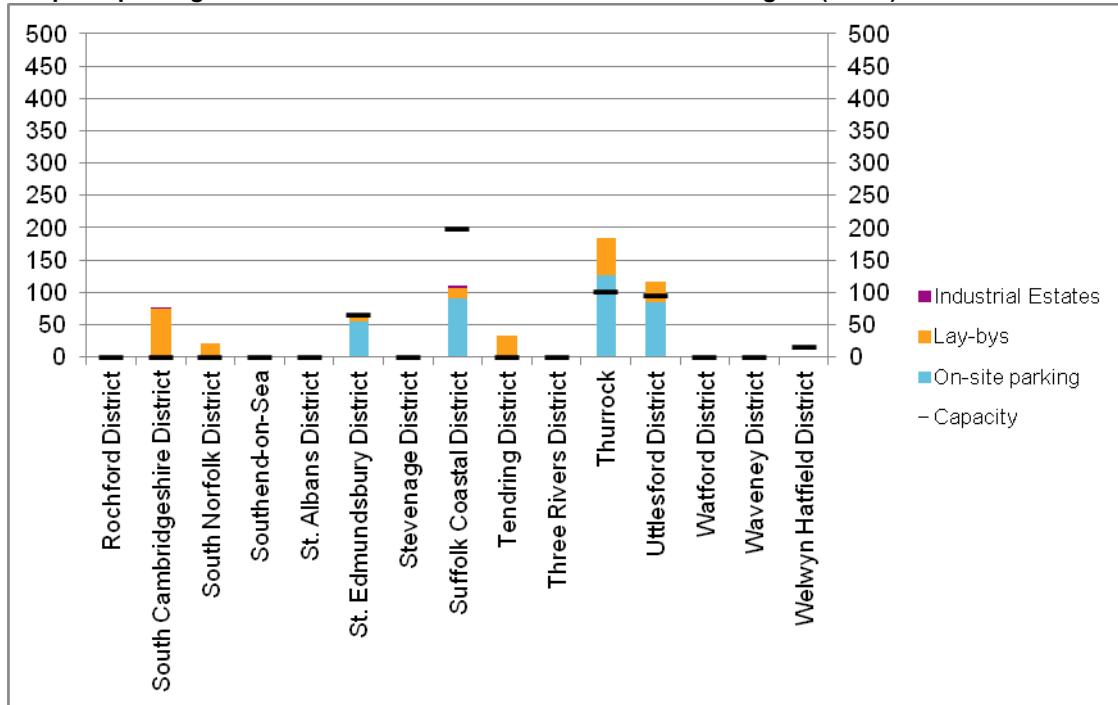


Figure 4.6: Graph of parking trends across local authorities in the Eastern Region (Ro-W)



Capabilities on project:
Transportation

Map 4.3.10, Figure 4.4, 4.5 and 4.6 above highlight that many local authorities in the Eastern region had more vehicles parked than spaces, particularly Huntingdonshire, South Cambridgeshire and Thurrock. There were also limited levels of spare parking capacity across the region. Only Suffolk Coastal District had approximately 100 spare spaces. This indicates a need for additional capacity.

These charts combined with Map 4.3.10 highlight clear problems; almost all local authorities in the region were at or above capacity except Hartsmere, North Hertfordshire, Suffolk Coastal and Welwyn Hatfield Districts.

Map 4.3.10 (and in conjunction with map 4.3.9) provides analysis showing that around the A1 / A14 intersection there were over 75 vehicles parking off-site and several busy lorry parks. Both Alconbury and Brampton Hut Services were over 75% capacity and there was not enough available capacity to accommodate these extra vehicles. This indicates that additional capacity may be required.

The hotspot near Peterborough contained four lorry parking sites, one of which was less than 75% full. However, there was not enough spare capacity to accomodate the vehicles parking off-site amongst these lorry parking sites.

The hotspot between Cambridge and Mildenhall could be assumed to be part of the wider hotspot which stretched past the A1 to the west. This shows there is a general lack of capacity on this route..

The hotspot located to the east of the M11 was near Birchanger Green Services which was over 75% utilised. This traffic was likely to be either travelling to/from the Port of Felixstowe, going to/from a location in East Anglia, or travelling on the M11 corridor. If it was the first of these two options then there were lorry parking sites available to the east. However, if it is the third option then Birchanger Green Services was the only lorry parking site on the 40 mile length of the M11.

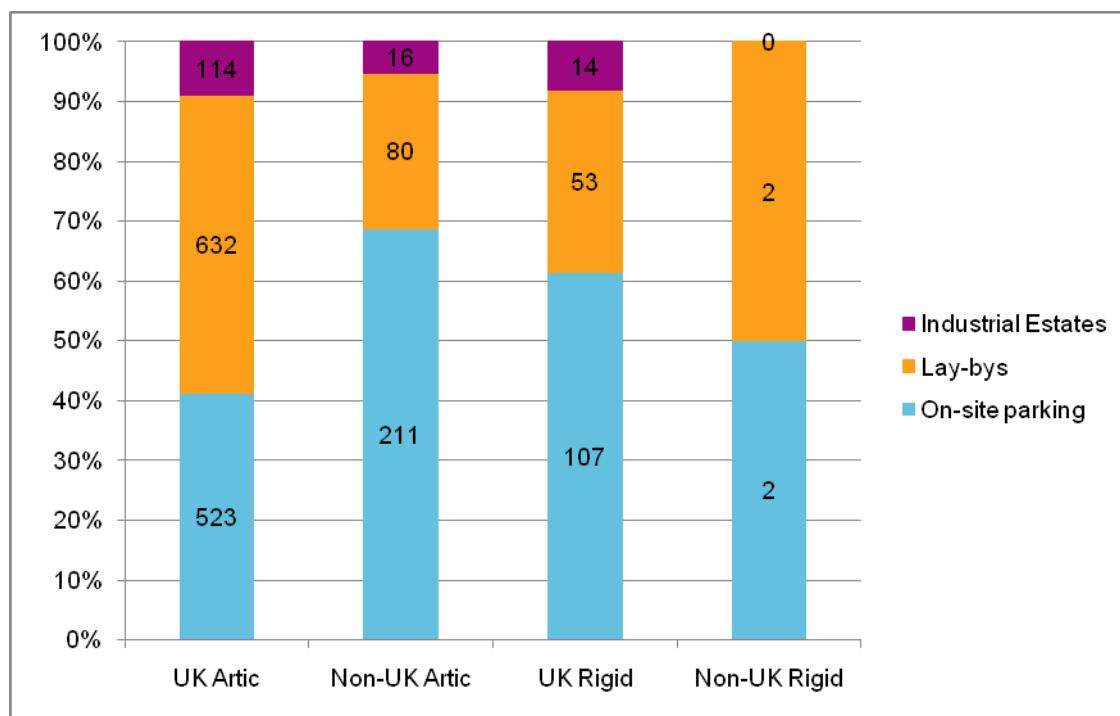
The final hotspot was around Thurrock, this is caused by vehicles parking in lay-bys on the A12 and A13. The lorry parking site at Thurrock Services was over 75% utilised. There is also an unofficial lorry parking site (at the time surveys were conducted) called Titan Lorry Park, which is therefore not shown on the maps. Since surveys were conducted this has now been granted permission to operate for a limited number of years. Anecdotal evidence suggests Titan lorry park is also well utilised with contract parking and approximately 70 ad hoc spaces. This indicates that demand issues around Thurrock will remain.

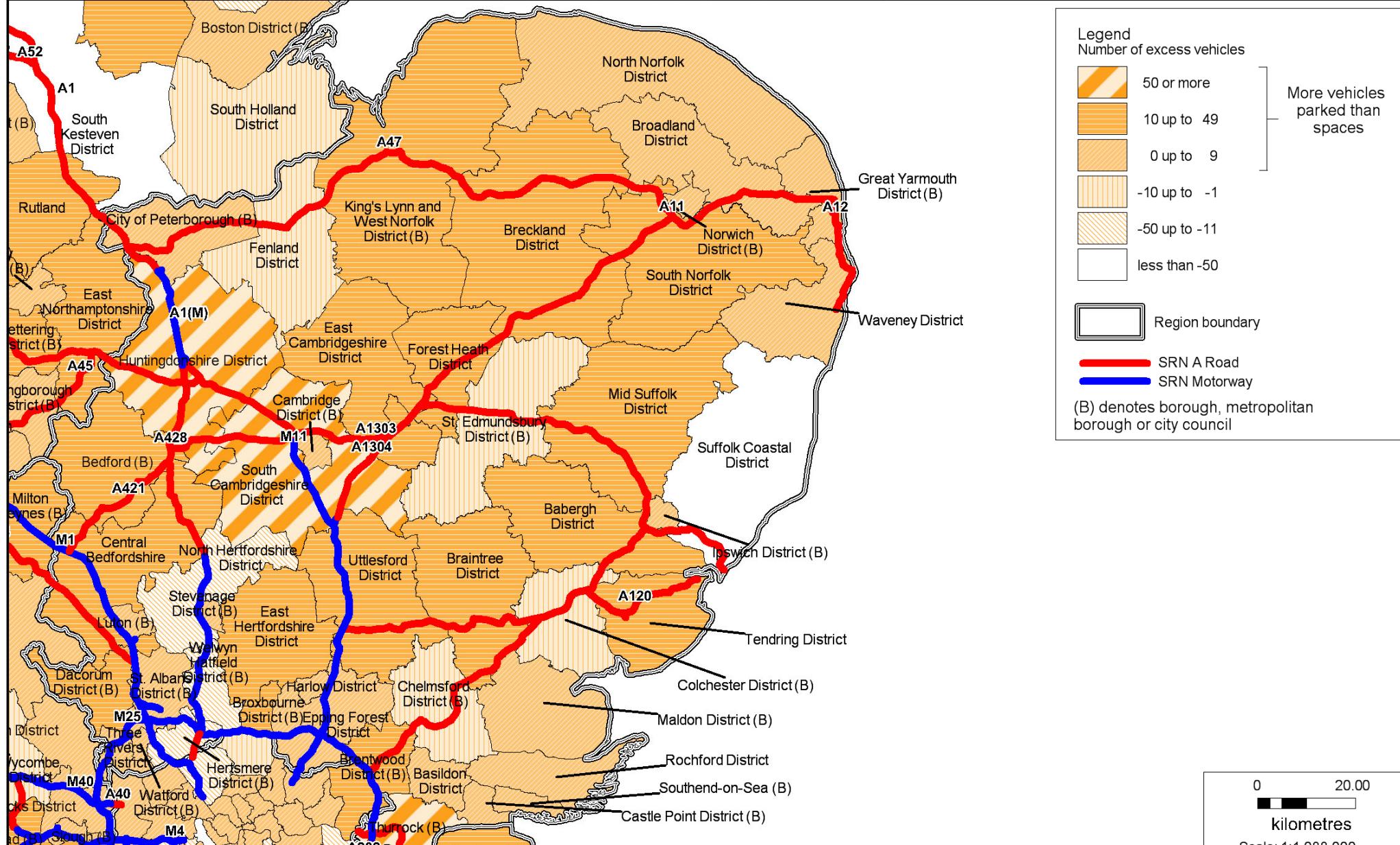
Figure 4.7 below shows the split of how different vehicle types park on-site, in lay-bys or industrial estates. This shows that UK articulated vehicles accounted for the majority of on-site parking and off-site parking. This is based on the high number of vehicles surveyed. However, non-UK registered vehicles accounted for 20% of all parking in the region which is a relitively high amount when compared nationally.

UK articulated vehicles were split 40% on-site, 50% lay-bys and 10% industrial estates. More than half UK rigid vehicles were found to be parking on-site. Just under 70% of non-UK articulated vehicles were parked on-site, which is a high percentage. Non-UK registered vehicles were therefore more likely to park on-site than UK registered vehicles in the Eastern region. However, over 30% of non-UK registered vehicles were still parking off-site meaning this should be taken into account when proposing any measures used to encourage more on-site parking.

Capabilities on project:
Transportation

Figure 4.7: Split of different parking areas across UK and non-UK vehicle types in the Eastern Region





Client: Department for Transport

Project: Lorry Parking Study

Title: East of England:
Difference between number of vehicles
parked (on and off-site)
and capacity of lorry parking

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Tel: +44 (0) 161 927 8200
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Design: T.F

0 20.00

kilometres

Scale: 1:1,088,000

Mapinfo: T.F

Chk'd: J.M

App'd: S.H

Date: 21.06.11

Scale: 1:1,088,000

No: Map 4.3.12

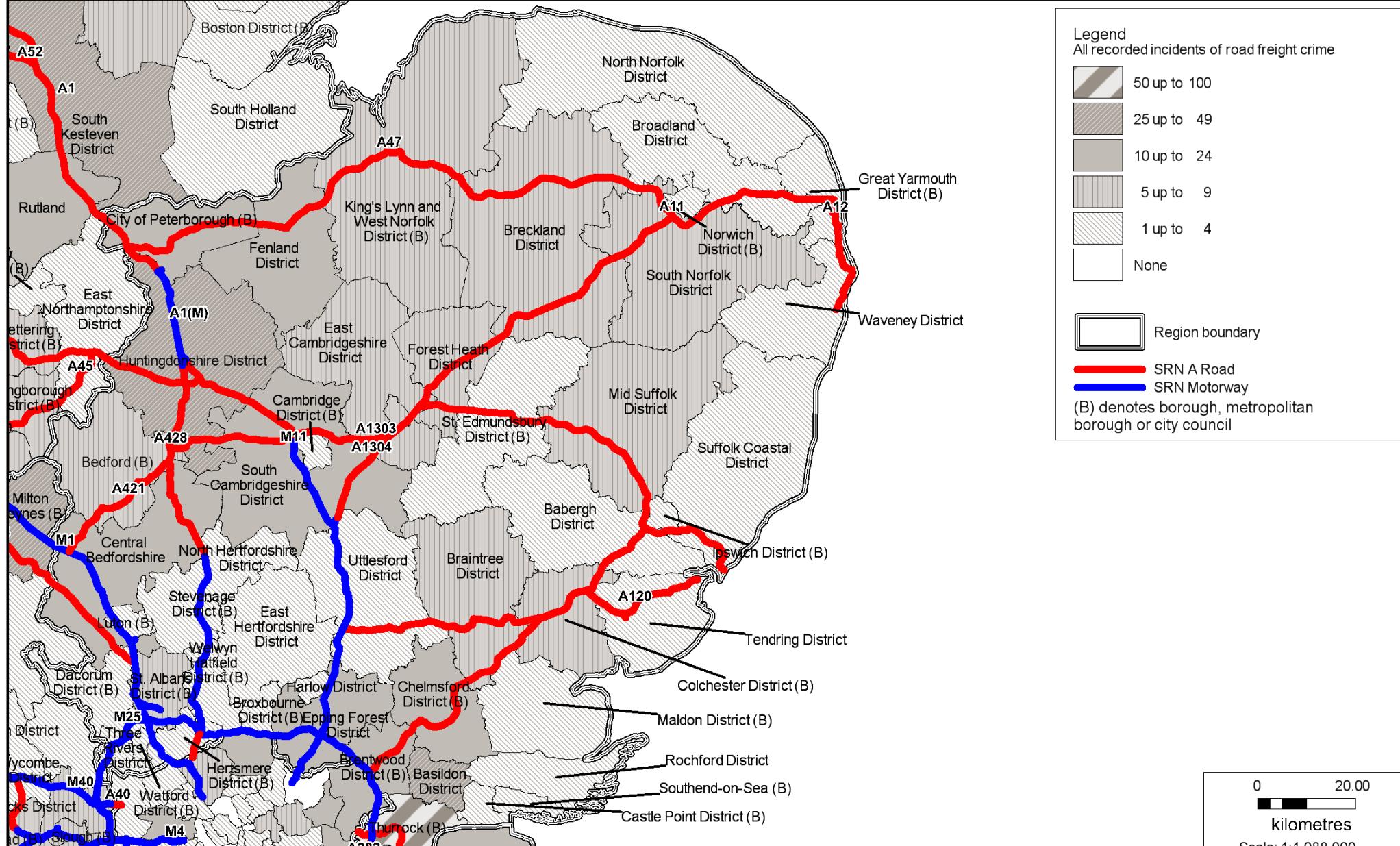
Capabilities on project:
Transportation

4.3.6 Crime Analysis

There were 345 recorded crimes in 2010 across the Eastern region costing the industry an estimated £8.6 million. These crimes were concentrated in Thurrock and Huntingdonshire and a number of neighbouring local authorities (see maps 4.3.11 on). These two local authorities also had particularly high levels of on and off-site parking. This indicates that criminals were targeting areas where they knew vehicles were likely to be parked and potentially vulnerable. There were also a smaller number of crimes recorded that were distributed throughout the region.

4.3.7 Summary

The Eastern region of England had a high demand for parking, both in terms of on and off-site. Although the capacity of lorry parks were close to the national average per region, the number of vehicles parking in the region (both on and off-site) was well above average. This combination appears to have caused several severe off-site parking hotspots, most notably at the A14/A1(M) interchange, the A1 near Peterborough and around Thurrock. These off-site parking hotspots were also combined with high levels of crime in the same locations. This indicates a need for increased capacity in specific areas and potentially more secure facilities.



Client: Department for Transport

Title:

East of England:
All recorded incidents of
road freight crime
Truckpol 2010

AECOM

Lynnfield House
Church Street
Altrincham,
WA14 4DZ

Tel: +44 (0) 161 927 8200
www.AECOM.com

Project: Lorry Parking Study

Design: T.F

Mapinfo: T.F

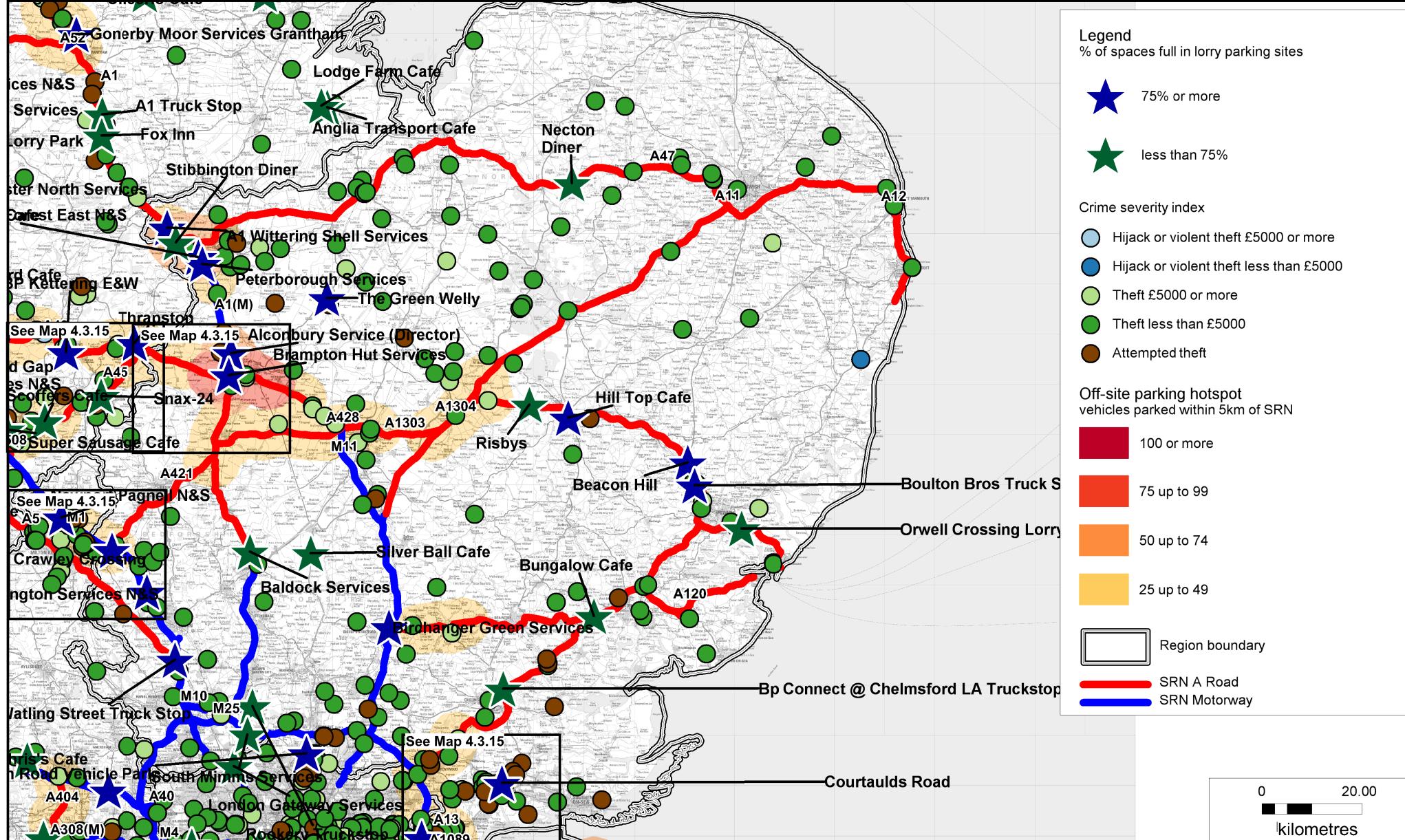
Chk'd: J.M

App'd: S.H

Date: 21.06.11

Scale: 1:1,088,000

No: Map 4.3.13



Client: Department for Transport

Project: Lorry Parking Study

Title: East of England:
Severity of all recorded
road freight crime in relation
to off-site parking hotspots
and onsite utilisation

AECOM

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Design: T.F	Mapinfo: T.F
Chk'd: J.M	App'd: S.H
Date: 21.06.11	Scale: 1:1,050,000
No:	Map 4.3.14

Legend
% of spaces full in lorry parking sites

75% or more

less than 75%

Crime severity index

- Hijack or violent theft £5000 or more
- Hijack or violent theft less than £5000
- Theft £5000 or more
- Theft less than £5000
- Attempted theft

Off-site parking hotspot

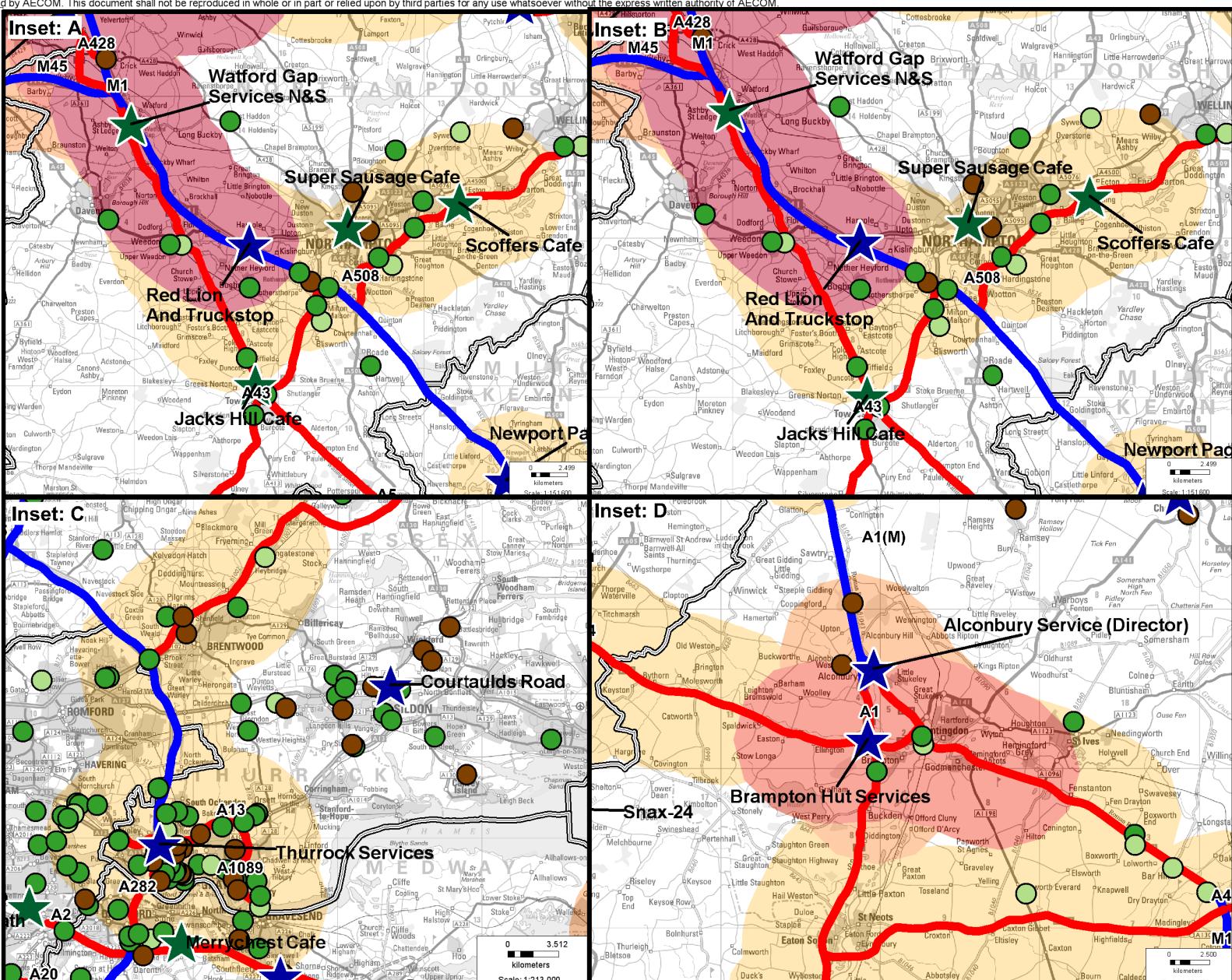
vehicles parked within 5km of SRN



Region boundary

SRN A Road

SRN Motorway



Client: Department for Transport

Project: Lorry Parking Study

Title:

East of England:
All recorded incidents of
road freight crime
Truckpol 2010
Inset Maps

Lynnfield House
Church Street
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WA14 4DZ

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Tel: +44 (0) 161 601 1700
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Design: T.F

Mapinfo: T.F

Chk'd: J.M

App'd: S.H

Date: 21.06.11

Scale: N.T.S

No: Map 4.3.15

Capabilities on project:
Transportation

4.4 London

List of Key Facts:

1. There were 146 recorded road freight crimes in 2010, costing the industry an estimated £3.6 million.
2. The survey showed there were 298 spaces, spread over seven onsite facilities
3. Overall the lorry parking spaces were only 45% utilised, and only the Crown Road Vehicle Park was more than 75% full
4. A high percentage of vehicles parked were rigid. This was particularly high compared to national figures.

4.4.1 Overview

The base information contained in the following Tables 4.7, 4.8 and 4.9 will be analysed throughout the London regional analysis. This will include the use of graphs and written commentary as described in section 4.1.1 Structure of Regional Analysis. It is important to note that the SRN does not extend throughout London and only partially enters it. The study area for London was therefore limited by this and means many boroughs were not included in the study. Given the dense urban nature of London it would be difficult to locate all the off-site parking in lay-bys and industrial estates, in any reasonable amount of time without having prior knowledge of problem areas. Therefore, in line with the method used throughout all other regions the survey focused on identifying lorry parking sites to show on-site parking, and areas within 5km of the SRN to identify off-site parking. This naturally reduced the amount of off-site parking observed in the region, and thus the level of off-site parking in London could be higher in areas that are beyond 5km of the SRN.

Table 4.7 Overview of facilities in the London region

Name	Type	Overnight Cost (£s)	Capacity
Bexleyheath	Local Authority	£10 or less but more than £5	12
Catford Truckpark	Local Authority	£5 or less	25
Crown Road Vehicle Park	Independent	£15 or less but more than £10	35
Heston Services (E)	MSA	£20 or less but more than £15	45
Heston Services (W)	MSA	£20 or less but more than £15	41
London Gateway Services	MSA	£20 or less but more than £15	80
Seagrave Road, Earls Court	Local Authority	£10 or less but more than £5	60
Total			298