

## Appendix 2

### Pilot Study



## Table of Contents

1	<b>Offsite Parking Analysis.....</b>	<b>2</b>
2	<b>Conclusions.....</b>	<b>7</b>
3	<b>Appendix A: Tables.....</b>	<b>10</b>
4	<b>Appendix B: Decision Making Tool Diagrams.....</b>	<b>11</b>
5	<b>Appendix C: Maps.....</b>	<b>16</b>

## Offsite Parking Analysis

# 1 Offsite Parking Analysis

## 1.1 Introduction

The data from the pilot utilisation audit has been interrogated to draw out some key themes and highlight the type and extent of information that can be obtained through undertaking the full utilisation audit. Clearly, this information is very powerful for local decision makers and for this reason primary analysis will focus on local authority areas. There will also be analysis of areas around lorry parks. Alongside these themes a comparison of visits 1 and 2 will be shown to identify the robustness of the surveying method.

It should be noted that there are sizeable gaps in the analysis because the pilot utilisation audit does not cover the whole country so any conclusions drawn from this analysis should be considered as including some but not all of the data. The final analysis would therefore include some additional information, which will be discussed in Chapter 2 (Conclusions).

Note: All maps are available in Appendix C (Figure 1 – 5)

## 1.2 On-Site Parking:- Creating a Base Scenario

In order to analyse off-site parking data it is important to create a base scenario and ascertain what capacity there is in the lorry parks in a given area. This will aid local authorities to ascertain what type of issues are present in their areas and whether neighbouring areas have similar issues, or in fact are in a position to help ease the problems. There are three key types of issue highlighted through this analysis that would not be possible without understanding the on-site parking base information:

1. All the Lorry Parks are close to or at capacity and there is significant off-site parking - Capacity based problem: Action Required. Development to increase capacity and analysis of surrounding authority's results (if spare capacity action may include enforcement – LA's to work in partnership)
2. There is minimal off-site parking and Lorry Parks are at or below capacity – Intermittent capacity based problem: Monitor issue, action possibly required after detailed analysis of results.
3. The Lorry Parks have some spare capacity and there is significant off-site parking – Enforcement based problem: Action required, undertaking an enforcement strategy.

Each of these situations can be improved but require different tools and approaches so differentiating between them is very important.

Figure 1 shows the on-site utilisation for each local authority area (number of vehicles parked in lorry parks/number of spaces in lorry parks). Authorities that have no lorry parking capacity are shown as 0%. It is important to note that within the Pilot the on-site parking results between visits 1 and 2 have been identified as having a positive correlation showing an acceptable method for the full audit. The following analysis helps to set the scene for the off-site parking analysis.

When comparing visit 1 and visit 2 it is clear that the two authorities with the highest utilisation are Newcastle-under-Lyme and Solihull, both of these are at or above capacity. This highlights an initial problem which would require further investigation. In visit 1 there are 4 sites which have on site utilisations above 75% but below 100%; Warrington, Tamworth, Rugby and Stratford-upon-Avon. On visit 2, these 4 are joined by Wychavon and Stafford Districts. Further analysis of the maps shows that these two districts are the only significant differences between visits 1 and 2 at the local authority level for on-site parking utilisation, and on both visits the on-site utilisation is below 100%.

This provides a high level of confidence, at this level, that the on-site data provides a robust base for further analysis of off-site parking data.

## 1.3 Off-Site Parking:- Percentage Utilisation Approach

Once the on-site parking has been analysed, the off-site data can be overlaid. Figure 2 shows the total number of vehicles divided by the capacity of the lorry parks for each local authority area. This will show any shortfalls in lorry parking capacity in a particular area, but will also allow local authorities to identify if their neighbouring areas potentially have spare capacity and where there is opportunity to co-operate and co-ordinate a coherent approach to lorry parking issues in that area.

As with the on-site parking, visits 1 and 2 have been compared to show the consistency between the two visits. Sites which have no lorry parking capacity but have some off-site parking have been assigned 100% capacity. On visit 1, 17 of the 32 areas are at or above 100%. Of the 17, 4 are areas with at least one lorry park, the remaining 13 are areas where there are no lorry parks. On visit 2 only one further area is at or over 100%, this being Warrington. This shows a high level of confidence in the data and highlights that areas with utilisation

Capabilities on project:  
Transportation

of over 75% should be assessed further, which ensures that the same decisions would be made for each local authority between the two visits.

Investigating off-site parking in this way allows local authorities to flag-up whether their authority has a capacity based problem, or, in conjunction with Figure 1, an enforcement based problem. However, it has been noted that this only highlights the problem, looking at the absolute difference between the total number of vehicles, on-site and off-site, and the capacity of the lorry parks shows the true extent of the problem and whether neighbouring authorities have the capacity to absorb some of the excess.

#### 1.4 Off-Site Parking:- Absolute Difference Approach

The absolute difference approach takes the sum of the on and off-site parking and minuses the capacity for each local authority area. Figure 3 shows this plotted. Red and orange colour areas have a greater number of vehicles parked than they have capacity for, yellow and green coloured areas have excess capacity. All local authority areas coloured orange or red can be considered to have the same problem and thus lead to a similar decision being made.

The key differences between visits 1 and 2 are Warrington and Stafford. Both of these areas are very close to capacity on visit 1, on visit 2 there are a greater number of vehicles in both areas. There are more minor differences between visits 1 and 2, for example Wychavon and Stratford-upon-Avon.

Since this analysis has been done on the pilot utilisation data there are several gaps in the data. These include some local authorities not having all their neighbouring authorities' data available for comparison and not all of the off-site parking having been captured. The full utilisation audit will yield higher off-site parking numbers and thus reduce the amount of spare capacity and require more actions to mitigate lorry parking issues.

In order to further show the robustness of the survey method, it is important that local authorities come to the same or similar conclusions when looking at both sets of data. To this end, the areas where there is an excess of vehicles parked in an area have been subject to further analysis. The area and neighbouring areas have been investigated to see whether there is space locally for all the vehicles to park in a lorry park or not. This will allow local authorities to make decisions, in co-ordination with their neighbours, about whether or not new lorry

parking capacity is required, or whether a softer approach (enforcement) is used for encouragement to shift vehicles out of industrial estates and lay-bys and into lorry parks.

The local authority areas have been ranked by absolute difference for visits 1 and 2, the correlation coefficient of these two rankings is 0.94 showing a high level of correlation between the two visits. Based on the results of visits 1 and 2 this essentially means that that the same action/decision would be taken by each local authority.

Table 1 shows the areas which have more vehicles parked in their area than there are spaces as well as the excess in neighbouring regions. Negative numbers indicate that there is space for the excess and further spaces still available, positive numbers indicate that there isn't enough excess space in neighbouring regions. From this table it can be deduced that Salford District has no neighbouring regions with spare capacity, although by looking slightly further afield Warrington has some spare capacity to accommodate these vehicles. Areas such as Newcastle-under-Lyme and Bolton could, in principle accommodate their excess in neighbouring areas such as Cheshire East and Chorley respectively.

The only district which has space in neighbouring regions on visit 1 which does not on visit 2 is Stafford. It has been highlighted above, in the on-site parking section that this is very close to capacity in visit 1. This shows that the same decisions would be made between the two visits.

Analysing the data in this way shows the potential benefit of local authorities working together to solve capacity issues.

It should be noted that in the full utilisation audit there will be a greater number of vehicles parked off-site for the reasons discussed earlier in the chapter (as there is more data to capture) and although the table 1 below shows that in most cases there are no capacity issues. The full utilisation audit will certainly change this in some local authorities.

Capabilities on project:  
Transportation

Table 1: Spare Capacity in neighbouring regions

	Excess V1	Excess V2
Salford District (B)	3	4
Lichfield District	-12	-29
Stafford District (B)	-15	56
Solihull District (B)	-19	-7
Cannock Chase District	-24	-46
Halton (B)	-33	-32
Coventry District (B)	-39	-63
Nuneaton and Bedworth District (B)	-39	-65
Hinckley and Bosworth District (B)	-41	-68
Warwick District	-42	-55
Bolton District (B)	-56	-55
North Warwickshire District (B)	-58	-42
Newcastle-under-Lyme District (B)	-72	-7
Trafford District (B)	-114	-69
Warrington (B)	-174	-106
Rosendale District (B)	-345	-329

In terms of visit 1 matching visit 2 for the neighbouring area analysis, the correlation coefficient of Excess Visit 1 and Excess Visit 2 is 0.92 showing a high level of correlation between the two visits.

### 1.5 Proximity Analysis

In order to demonstrate the flexibility of the data the area within 3km of each lorry park has been analysed. Note, 3km has been chosen as the distance to review based on the limited sample of data in some areas, this can be changed in the full audit if required. This type of analysis helps local authorities to make decisions about individual lorry parks and particular areas of inappropriate parking. In the final results we can also apply this type of analysis to areas with no lorry parks i.e. show specific locations of off-site parking.

Figure 4 shows the utilisation of the lorry parks which have vehicles parked off-site within 3km. Figure 5 shows the total number of vehicles, on and off-site, parked within 3 km of these lorry parks.

Orange, yellow or green colouring shows that there is capacity for the off-site vehicles in those lorry parks. This indicates that

investigation of the facilities and price of those sites is necessary as minor improvements may be required to encourage more drivers to use these facilities. It may also be the case that stronger enforcement for vehicles parked inappropriately will move these vehicles into the lorry parks.

Where lorry parks are shown red or orange it means that the vehicles within 3 km would take the lorry park over or close to capacity, when this is the case there are several scenarios;

- If the lorry park is full and there are a significant number of vehicles parked near to the lorry park then there is a clear shortage of spaces, nearby lorry parks should be investigated for spare capacity.
- If the lorry park is not full and there are a significant number of vehicles parked near to the lorry park then further investigation into the causes of this is required.

When comparing visits 1 and 2, the correlation coefficient between the two visits for the total number of vehicles parked within 3km divided by the capacity of the lorry park is 0.85. The only lorry park that has this value below 1, in visit 1 and greater than 1 in visit 2 is The Hollies. This is a good correlation and only one significant difference from visit 1 to 2 demonstrates the high level of confidence in the data.

This type of proximity analysis is useful to local authorities in that it allows them to look more closely at the situation in and around the lorry parks in their area and target areas which can be improved. This type of micro-analysis is one of the key benefits of the full utilisation audit.

### 1.6 Local Authority Analysis

In this section an analysis of several local authorities is undertaken, and will follow a methodology designed to take into account all of the above information to show the decision making process in action (See Appendix B for decision making tool diagram). Note the decision making diagram would be developed further for the final outputs. The following analysis of individual Authorities is therefore only based on visit 1 as we have ascertained that we are confident in the results between the two visits. This section therefore provides a real-life scenario of the analysis.

In total, 17 local authorities have utilisations greater than 75%, 11 have a greater number of vehicles parked than spaces, the two highest ranked by this measure are Newcastle-under-Lyme and Solihull. 21 Local Authorities have significant off-site

Capabilities on project:  
Transportation

parking and should look to enforcement to reduce this. From this analysis there is significant capacity for neighbouring areas to accommodate vehicles from over utilised areas, however due to the under reporting of off-site parking in this survey, areas which have less than 50 spaces available in neighbouring regions have been considered as requiring further spaces, however in some cases one site could accommodate vehicles from a number of areas.

In the following section four local authorities have been analysed further to demonstrate how certain decisions would be taken. These four areas cover the two with the highest excess vehicles and two others which yield different output actions. Please note, even though these results are based on visit 1, in all of these examples the decision made would be the same from results in visit 1 and 2 due to the high value of correlation coefficient.

#### 1.6.1 Blackburn with Darwen

This local authority has one lorry parking facility with 16 spaces. On visit 1 there were 9 lorries parked on-site and 5 lorries parked in an industrial estate in the area. This shows that there is potential for all the vehicles in that area to park in the lorry park. When investigated, the proximity analysis all of the vehicles parked off-site are parked within 3km of the lorry park, which would suggest that these could conceivably be moved into the lorry park. When looking at the total number of vehicles parked in the region, the local authority may decide that there might be a capacity issue, in this case they can look to neighbouring authorities to see if there is significant spare capacity. In the case of Blackburn with Darwen, the lorry parks in Chorley District is less than 50% utilised, which equates to approximately 70 spaces. Co-operation between these authorities should therefore be encouraged.

Action to be taken: Greater Enforcement to encourage use of Lorry Park in area and neighbouring area.

\*Partnership to be advised.

#### 1.6.2 Warrington

This local authority area has two lorry parking facilities, Lymm (Poplar 2000) Services, 300 spaces, and Burtonwood Services, 20 spaces. The on-site utilisation for the area is 86% and the total utilisation is 96%. For an area with a large parking capacity these high percentages deserves further investigation. Lymm services closely mimics these trends; the on-site utilisation is 81% and 3km proximity analysis takes this up to 85%. It should be noted that Lymm Services is on the border

with Cheshire East and Warrington, so spare capacity can be drawn from Cheshire East if required. Knutsford Services, in particular, has spare capacity.

Action to be taken: Greater Enforcement to encourage use of Lorry Park in area and neighbouring areas. Increase in capacity may be necessary.

\*Development and partnership to be advised.

#### 1.6.3 Newcastle-under-Lyme

This local authority is small in terms of area but has the M6 running through its centre as well as several major east-west routes. Keele Services is the only lorry parking facility in this area, and on both visits this was over-utilised. There is also significant off-site parking in the area, although this issue is noted as being further than 3 kms away from Keele Services. When looking at neighbouring areas, Cheshire East has significant spare capacity, particularly at Crewe Lorry Park, however given the high level of off-site parking in Newcastle-under-Lyme District, consideration of increasing the capacity of lorry parking should also be made.

Action to be taken: Greater Enforcement to encourage use of Lorry Park in area and neighbouring areas.

\*Partnership to be advised

#### 1.6.4 Solihull

This local authority has one lorry park, Lincoln Farm Cafe, which is over-utilised both with off-site and on-site parking, thus clearly there is a significant problem. Furthermore, being just off the M42, between the M40 and M6, this is an area of high strategic importance. When this authority looks to neighbouring authorities, all but one is also heavily utilised and so although some vehicles could be encouraged to park in Birmingham District, a more comprehensive strategy for the region may need to be considered with Stratford upon Avon, Warwick, Warwickshire North, Coventry, Rugby, Solihull, Birmingham and Nuneaton all involved. By looking at local authority areas this also helps to highlight larger scale problems such as this.

Action to be taken: Consideration of building a new Lorry Park or increasing capacity to accommodate vehicles from Solihull and neighbouring areas.

\*Development and Partnership to be advised.

## Conclusions

Capabilities on project:  
Transportation

## 2.1 Introduction

This document is primarily about comparing the results of visits 1 and 2 for off-site parking in order to demonstrate a robust method for the remaining surveys. The analysis has also been conducted to provide a picture of the final analysis and test some of the same outputs for decision making purposes. This analysis is important to provide the confidence needed in the results to progress the project beyond the pilot stage.

This approach has been taken to demonstrate the ability for local authorities to take action from confident decision making. It aims to show that a targeted yet flexible analysis can be presented to highlight the areas of England that face lorry parking pressures whether it is linked to on or off-site parking.

- 4) Look to neighbouring areas confidence correlation coefficient of 0.92. 1 out of 16 districts has space in neighbouring sites on visit 1 and none on visit 2.  
**Confidence of 94%**
- 5) Proximity analysis confidence correlation coefficient of 0.85. 2 out of the 16 sites are above 75% within 3km on visit 1 and below 75% on visit 2. **Confidence of 88%**

These levels of analysis highlight the confidence in results between visits 1 and 2 and that the same types of decision would be made regardless of which visit was analysed.

## 2.2 Comparison of Results (Visit 1 & 2)

A range of levels of analysis have been presented showing a logical order of how some of the stages of decision making can be taken by local authorities. It is important to note that the final results can be manipulated into any form of analysis and at different levels e.g. use local and regional boundaries provided by the DfT GIS unit.

When analysing the results of the pilot off-site parking data, the important requirement was for local authorities to be taking the same decisions, linked to outputs of both visit 1 and 2. The overall confidence level gained from analysing local authority results provides a high level of confidence in decisions being the same regardless of the visit day, the following headline findings demonstrate this:

- 1) On-site parking correlation coefficient of 0.99 between the two visits for sites. Two districts are below 75% in visit 1 and above 75% in visit 2 however this did not impact on final output (compensated by growth in off-site parking)  
**Confidence of 99%**
- 2) Utilisation as a percentage confidence correlation coefficient of 0.79 between the two visits for total vehicle utilisation, one district is below 75% total utilisation in visit 1 and above in visit 2. One district is above 75% in visit 1 and below in visit 2. **Confidence of 94%**
- 3) Absolute as a confidence correlation coefficient of 0.94 between the two visits. One district is below 0 in visit 1 and above 0 in visit 2. **Confidence of 97%**

## Appendix

Capabilities on project:  
Transportation

### 3 Appendix A: Tables

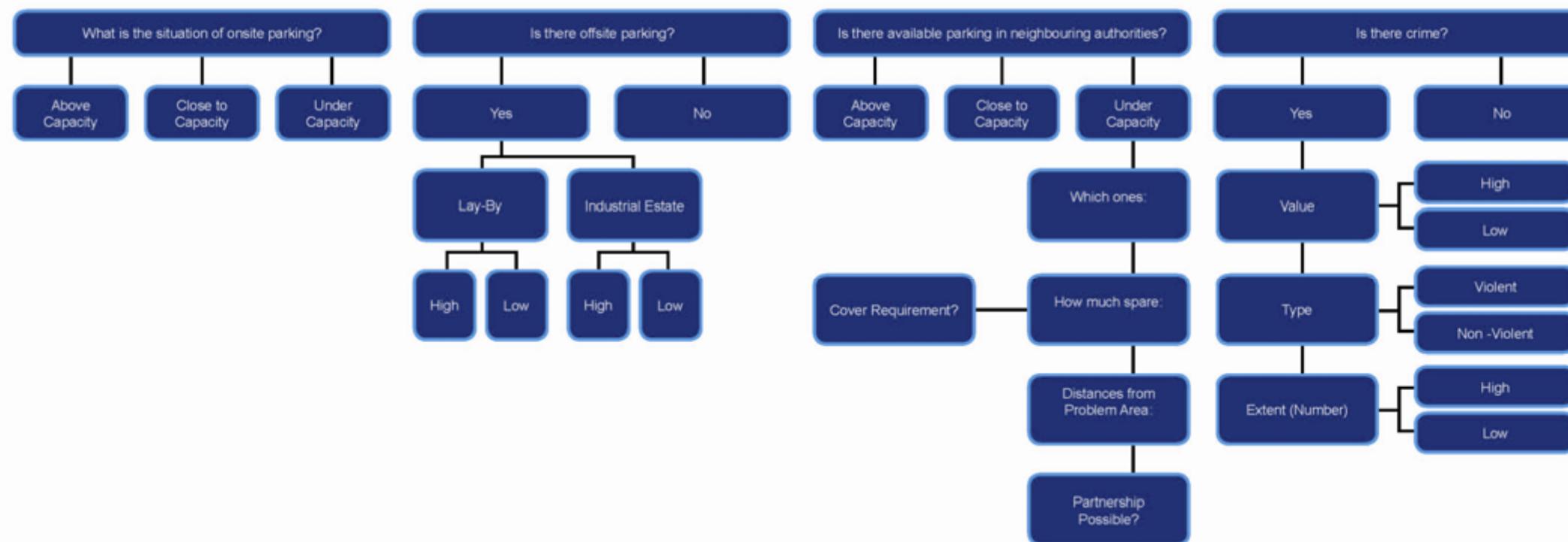
Local Authority	Capacity	Visit 1							Visit 2						
		On-Site	Lay By	Industrial Estate	On-Site Utilisation	Total Utilisation	Absolute Difference	Rank	On-Site	Lay By	Industrial Estate	On-Site Utilisation	Total Utilisation	Absolute Difference	Rank
Newcastle-under-Lyme District (B)	48	88	21	0	183%	227%	61	1	87	58	5	181%	313%	102	2
Solihull District (B)	80	96	23	0	120%	149%	39	2	111	17	0	139%	160%	48	3
Trafford District (B)	32	12	9	43	38%	200%	32	3	23	8	41	72%	225%	40	5
Bolton District (B)	0	0	0	19	0%	100%	19	4	0	0	20	0%	100%	20	6
Lichfield District	0	0	18	0	0%	100%	18	5	0	7	0	0%	100%	7	11
Salford District (B)	0	0	0	16	0%	100%	16	6	0	0	4	0%	100%	4	12
Stafford District (B)	150	80	49	34	53%	109%	13	7	123	71	68	82%	175%	112	1
Halton (B)	0	0	0	8	0%	100%	8	8	0	0	8	0%	100%	8	10
Warwick District	0	0	6	1	0%	100%	7	9	0	10	2	0%	100%	12	8
Cannock Chase District	0	0	4	0	0%	100%	4	10	0	10	0	0%	100%	10	9
Rossendale District (B)	0	0	3	0	0%	100%	3	11	0	2	0	0%	100%	2	15
Coventry District (B)	0	0	0	0	0%	0%	0	12	0	3	0	0%	100%	3	13
Hinckley and Bosworth District (B)	0	0	0	0	0%	0%	0	12	0	1	2	0%	100%	3	13
North Warwickshire District (B)	0	0	0	0	0%	0%	0	12	0	8	5	0%	100%	13	7
Nuneaton and Bedworth District (B)	0	0	0	0	0%	0%	0	12	0	1	0	0%	100%	1	16
South Ribble District (B)	0	0	0	0	0%	0%	0	12	0	0	0	0%	0%	0	17
St. Helens District (B)	0	0	0	0	0%	0%	0	12	0	0	0	0%	0%	0	17
Blackburn with Darwen (B)	16	9	0	5	56%	88%	-2	18	7	0	4	44%	69%	-5	20
Tamworth District (B)	50	44	0	4	88%	96%	-2	18	41	0	4	82%	90%	-5	20
Stratford-on-Avon District	90	75	5	0	83%	89%	-10	20	82	7	0	91%	99%	-1	19
Warrington (B)	320	277	5	25	87%	96%	-13	21	313	4	46	98%	113%	43	4
Hyndburn District (B)	25	8	2	0	32%	40%	-15	22	8	2	0	32%	40%	-15	23
Wychavon District	55	39	0	0	71%	71%	-16	23	50	0	0	91%	91%	-5	20
Bromsgrove District	70	41	2	7	59%	71%	-20	24	34	3	10	49%	67%	-23	24
Birmingham District (B)	52	17	0	7	33%	46%	-28	25	17	0	4	33%	40%	-31	25
Cheshire West and Chester (B)	111	63	13	7	57%	75%	-28	25	64	7	0	58%	64%	-40	26
South Staffordshire District	300	211	61	0	70%	91%	-28	25	185	59	0	62%	81%	-56	27
Rugby District (B)	280	225	16	0	80%	86%	-39	28	214	0	0	76%	76%	-66	28
Chorley District (B)	125	52	0	0	42%	42%	-73	29	55	0	0	44%	44%	-70	29
Cheshire East (B)	260	67	44	16	26%	49%	-133	30	84	43	24	32%	58%	-109	30
Rochdale District (B)	500	169	0	0	34%	34%	-331	31	189	0	0	38%	38%	-311	31

On-Site	Lay By	Industrial Estate	On-Site Utilisation	Total Utilisation	Absolute Difference	Rank
0.99	0.89	0.90	0.98	0.79	0.94	0.89

Capabilities on project:  
Transportation

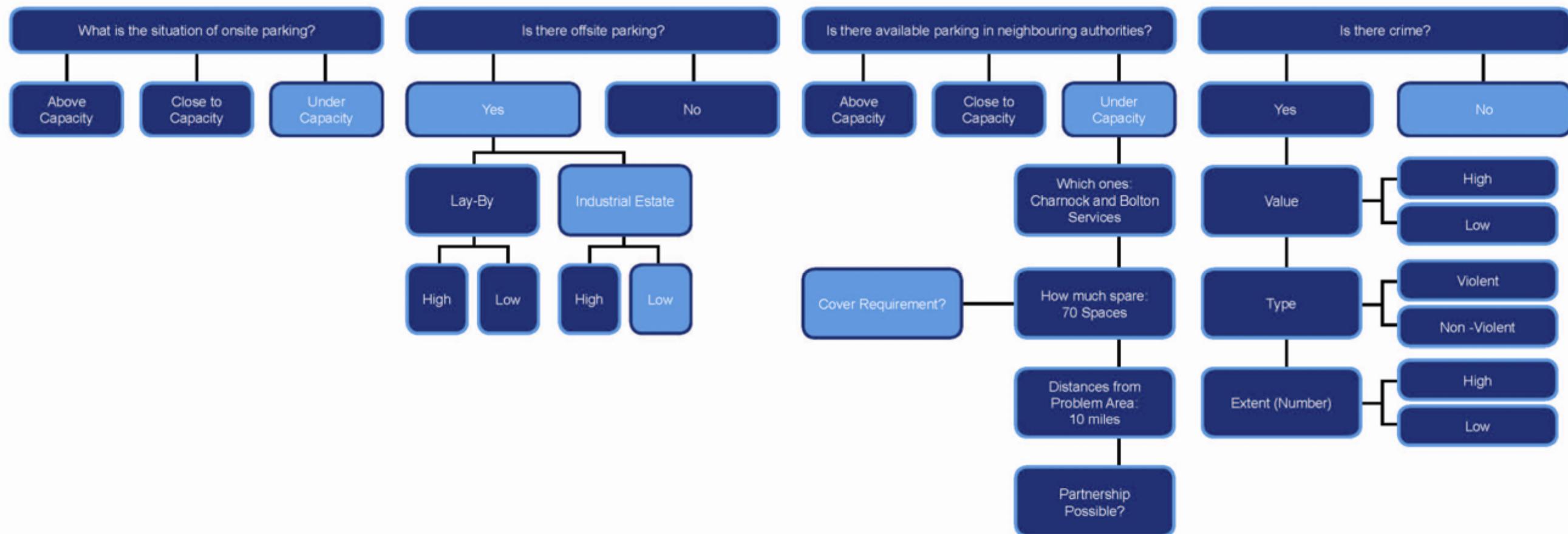
## 4 Appendix B: Decision Making Tool Diagrams

Draft Authority Decision Making Tool:



ACTION

### Draft Authority Decision Making Tool: Blackburn with Darwen

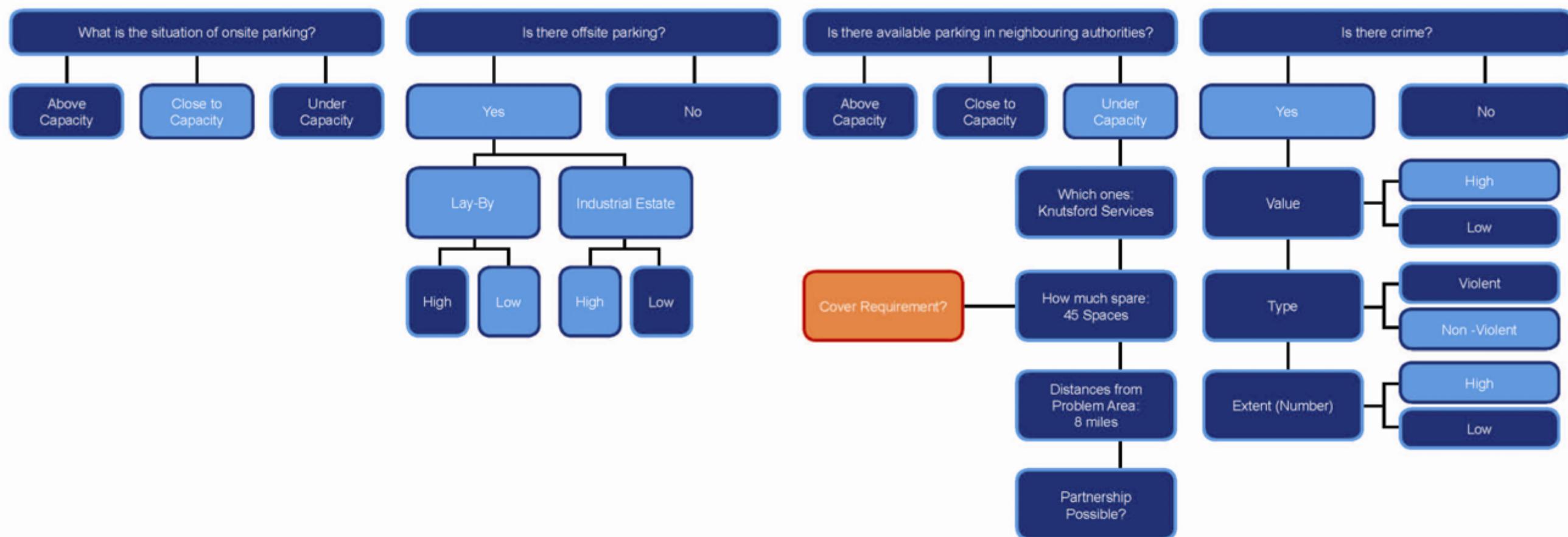


### ACTION

Greater Enforcement to encourage use of Lorry Park in area and neighbours.

\*Partnership to be advised.

### Draft Authority Decision Making Tool: Warrington

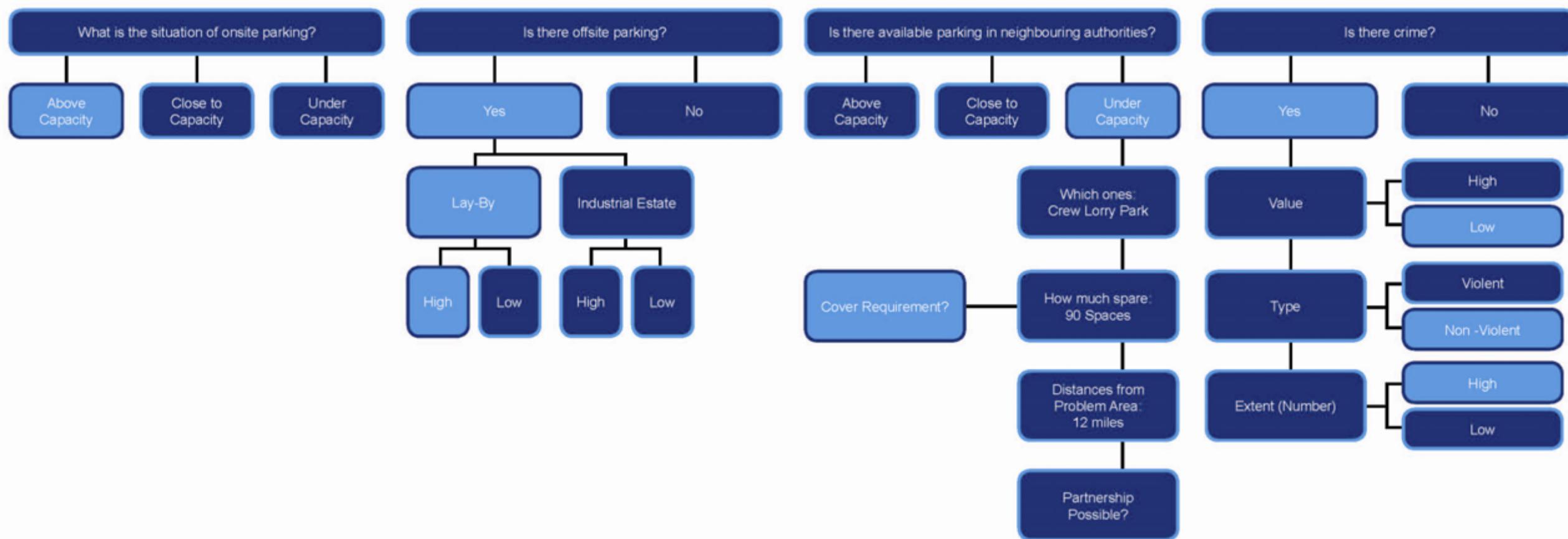


### ACTION

Greater Enforcement to encourage use of Lorry Park in area and neighbours. Increase in capacity may also be necessary.

\*Development and partnership to be advised.

### Draft Authority Decision Making Tool: Newcastle-Under-Lyme



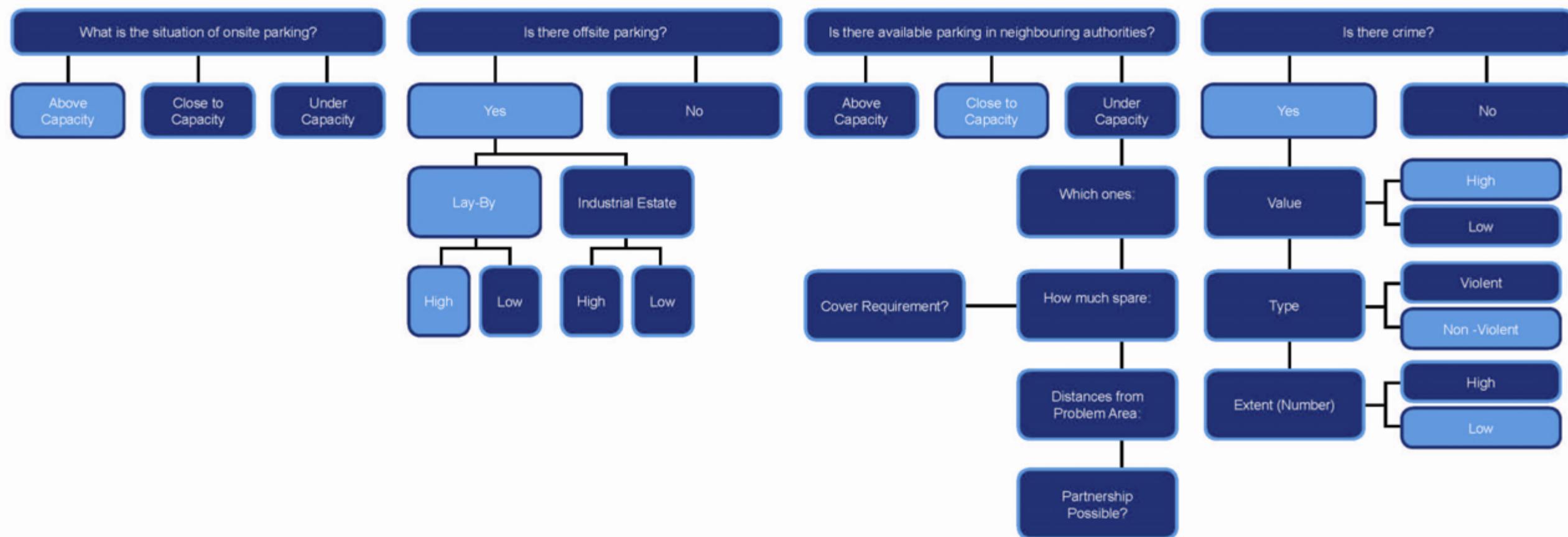
### ACTION

Greater Enforcement to encourage use of Lorry Park in area and neighbours.

\*Partnership to be advised.

Capabilities on project:  
Transportation

### Draft Authority Decision Making Tool: Solihull



### ACTION

Consideration of building Lorry Park or increasing capacity to accommodate vehicles from Solihull and neighbouring areas.

\*Development and Partnership to be advised.

\*Development may need to be security focussed based on low number but high value of thefts.

Capabilities on project:  
Transportation

## 5 Appendix C: Maps

Figure 1: Onsite Vehicle Vs Capacity Plot

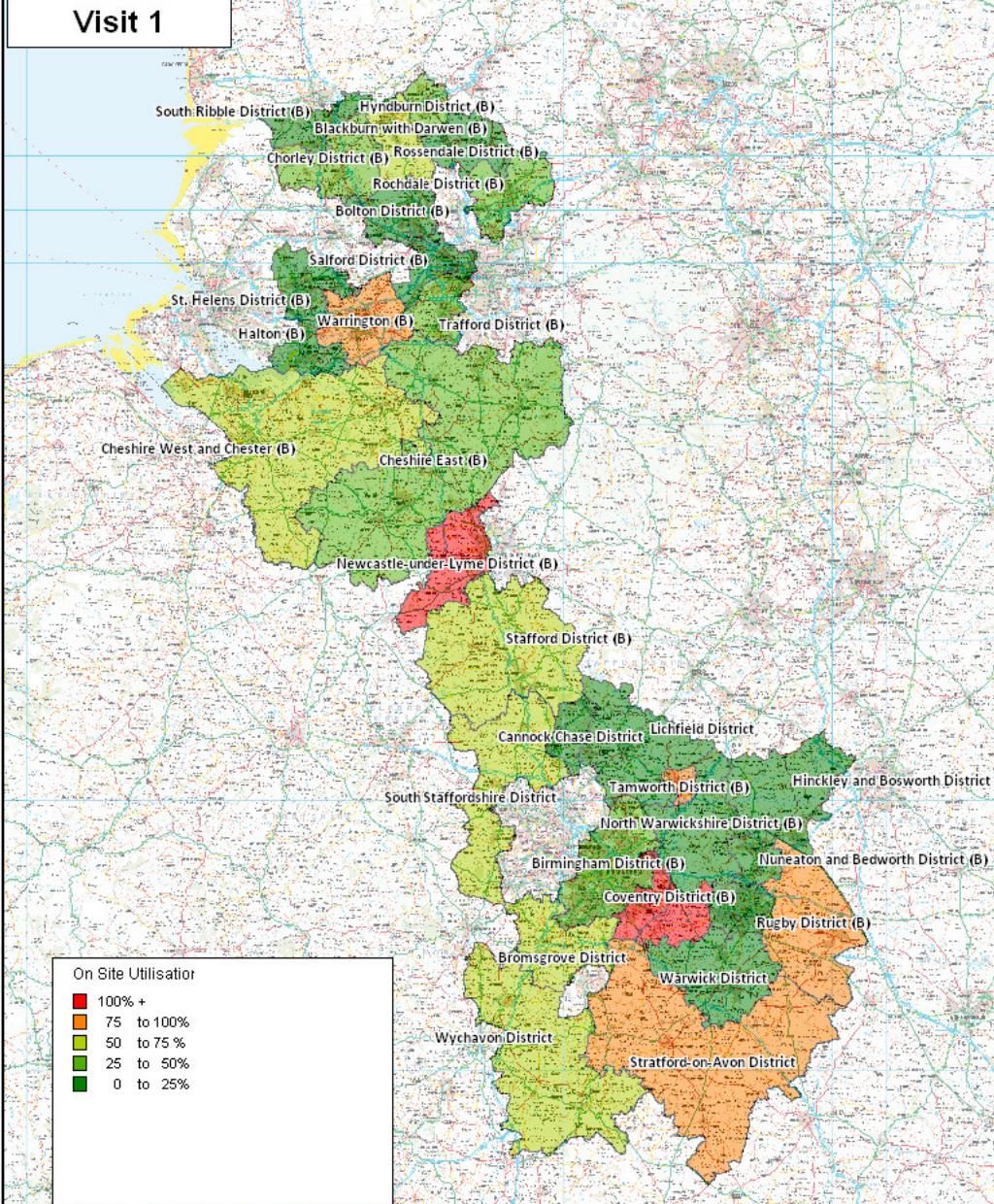
Figure 2: Total Vehicles Vs Capacity Plot

Figure 3 Absolute Difference Plot

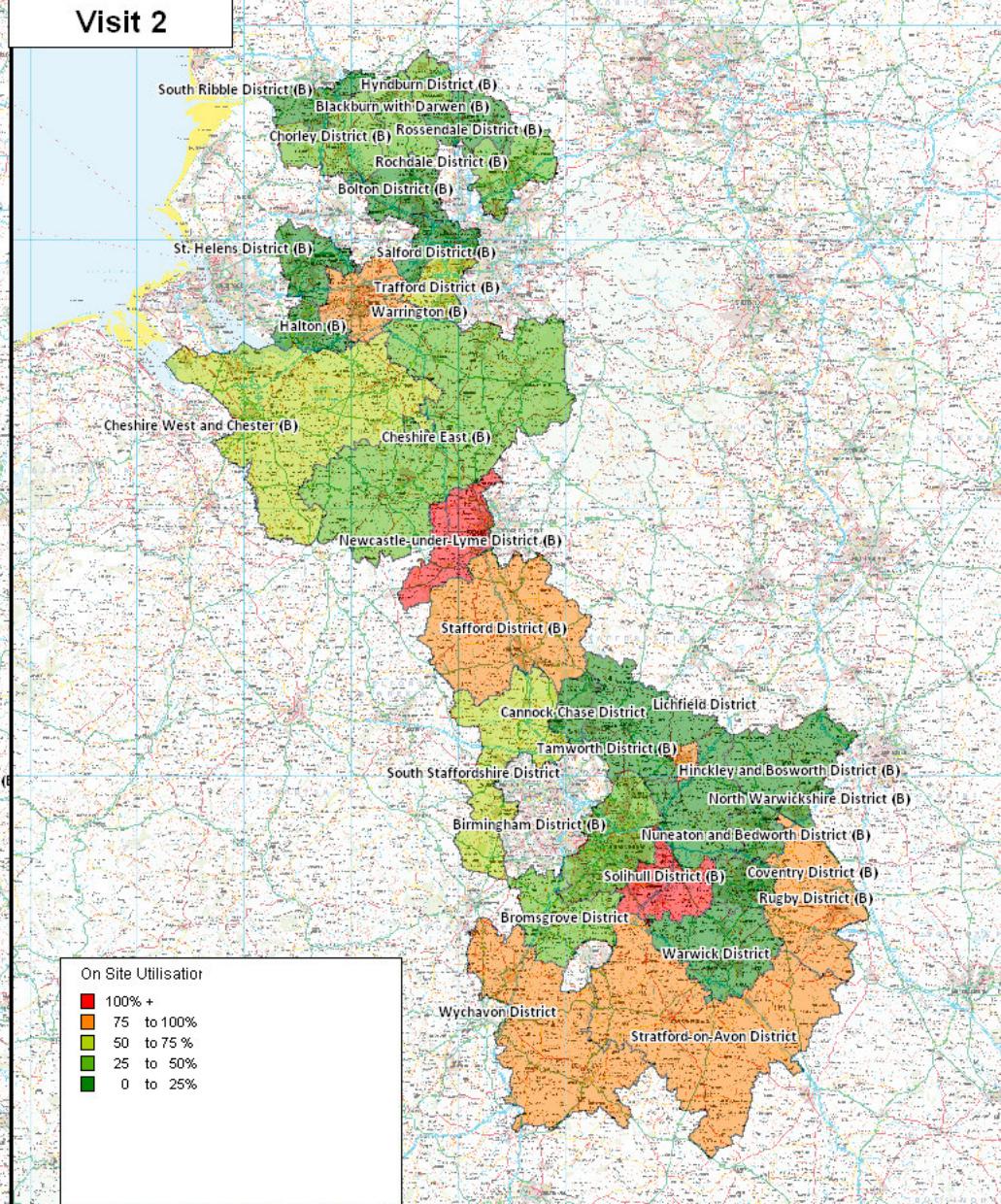
Figure 4: Onsite Utilisation Analysis

Figure 5: Total Utilisation Analysis

## Visit 1



## Visit 2



Client: DfT	Title:
Project: Lorry Parking Audit	

### Pilot Utilisation Audit: Local Authority Analysis On-Site Vehicles vs Capacity Plot

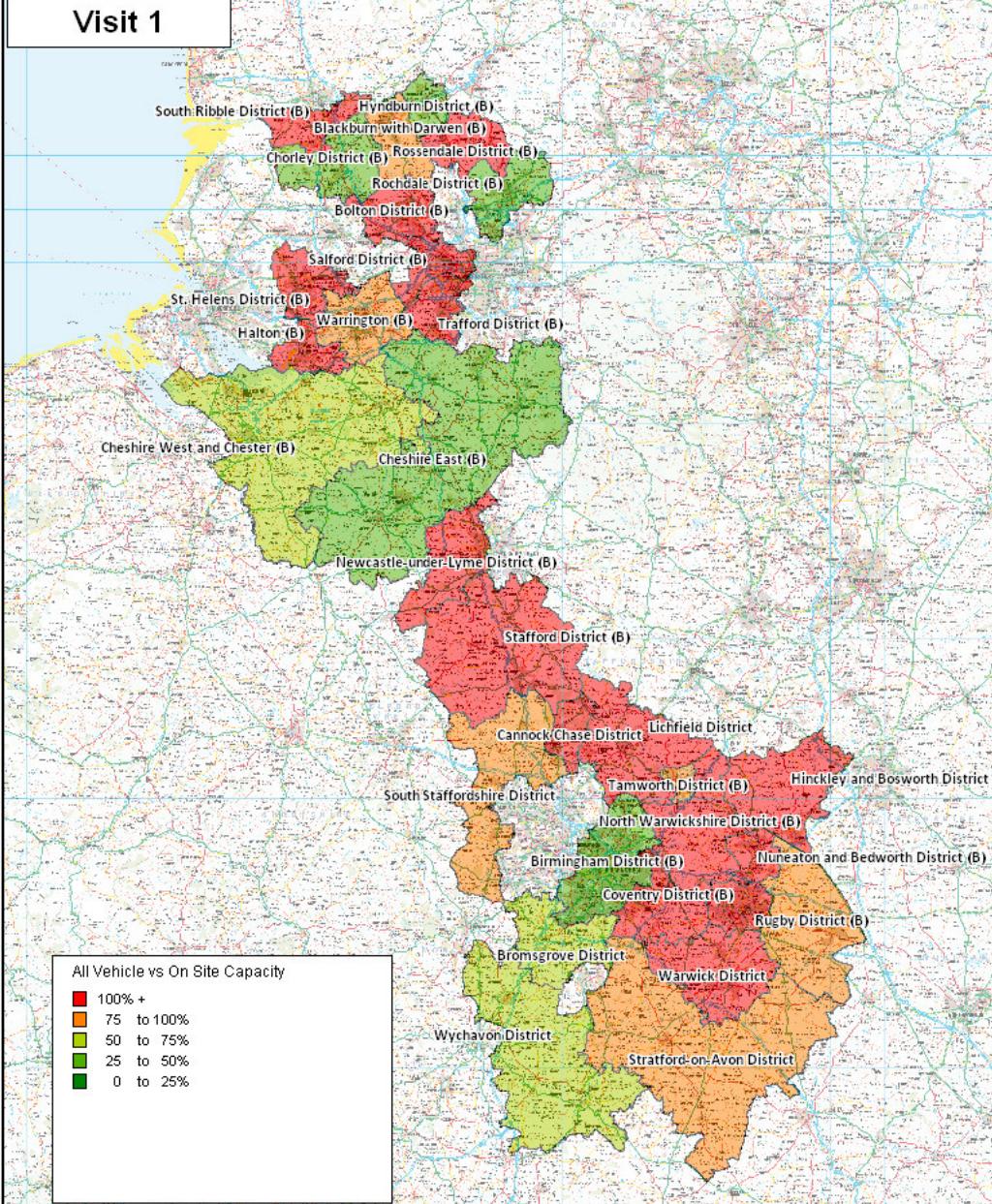


One New York Street,  
MANCHESTER,  
M1 4HD

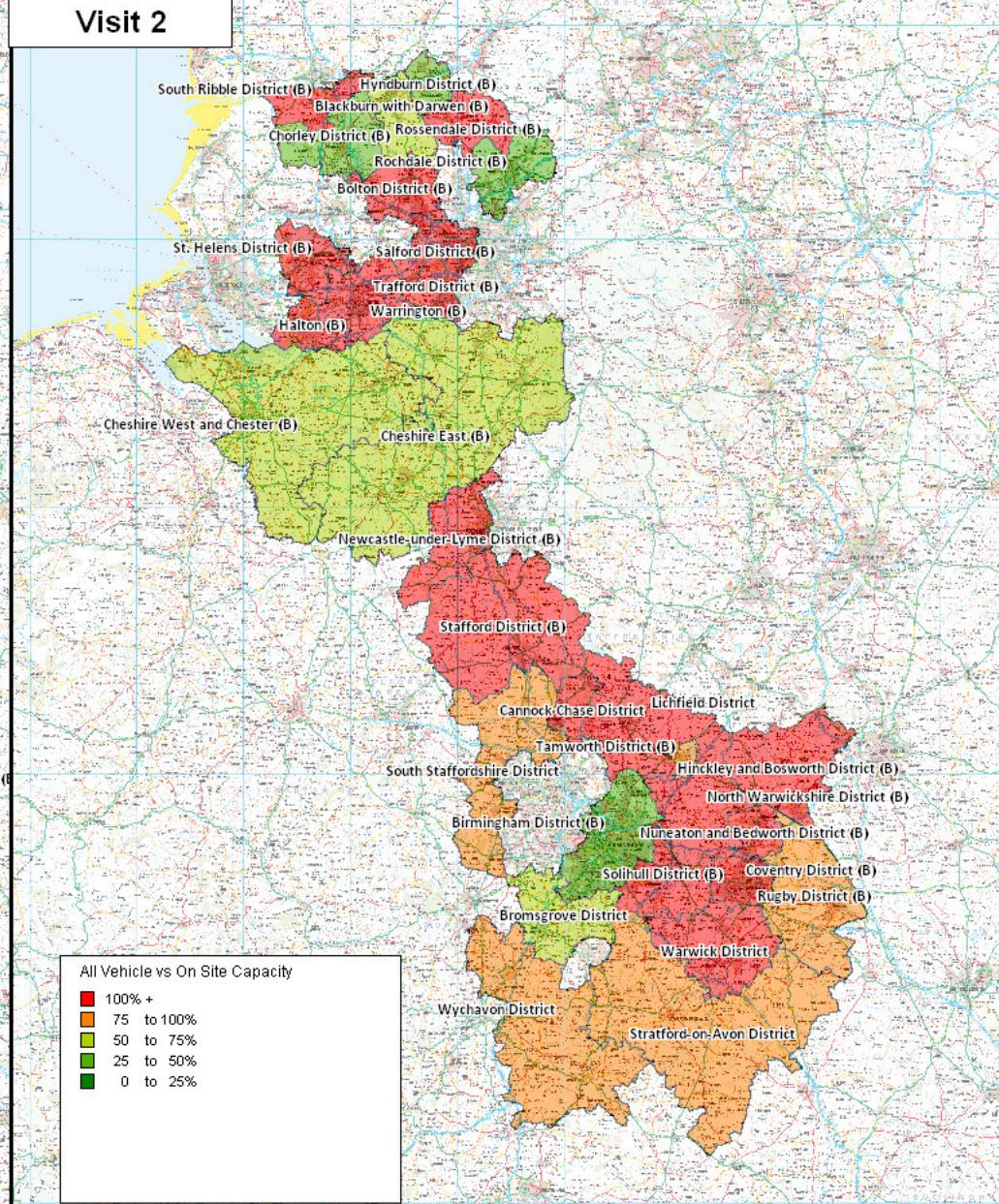
Tel: +44 (0) 161 602 1700  
Fax: +44 (0) 161 602 1799  
[www.AECOM.com](http://www.AECOM.com)

Design:	Mapinfo:
Chk'd:	App'd:
Date: 15.11.10	Scale: N.T.S
No.	Figure 1

## Visit 1



## Visit 2



Client:	DfT
Project:	Lorry Parking Audit
Title:	

Pilot Utilisation Audit:  
Local Authority Analysis  
Total Vehicles vs Capacity Plot

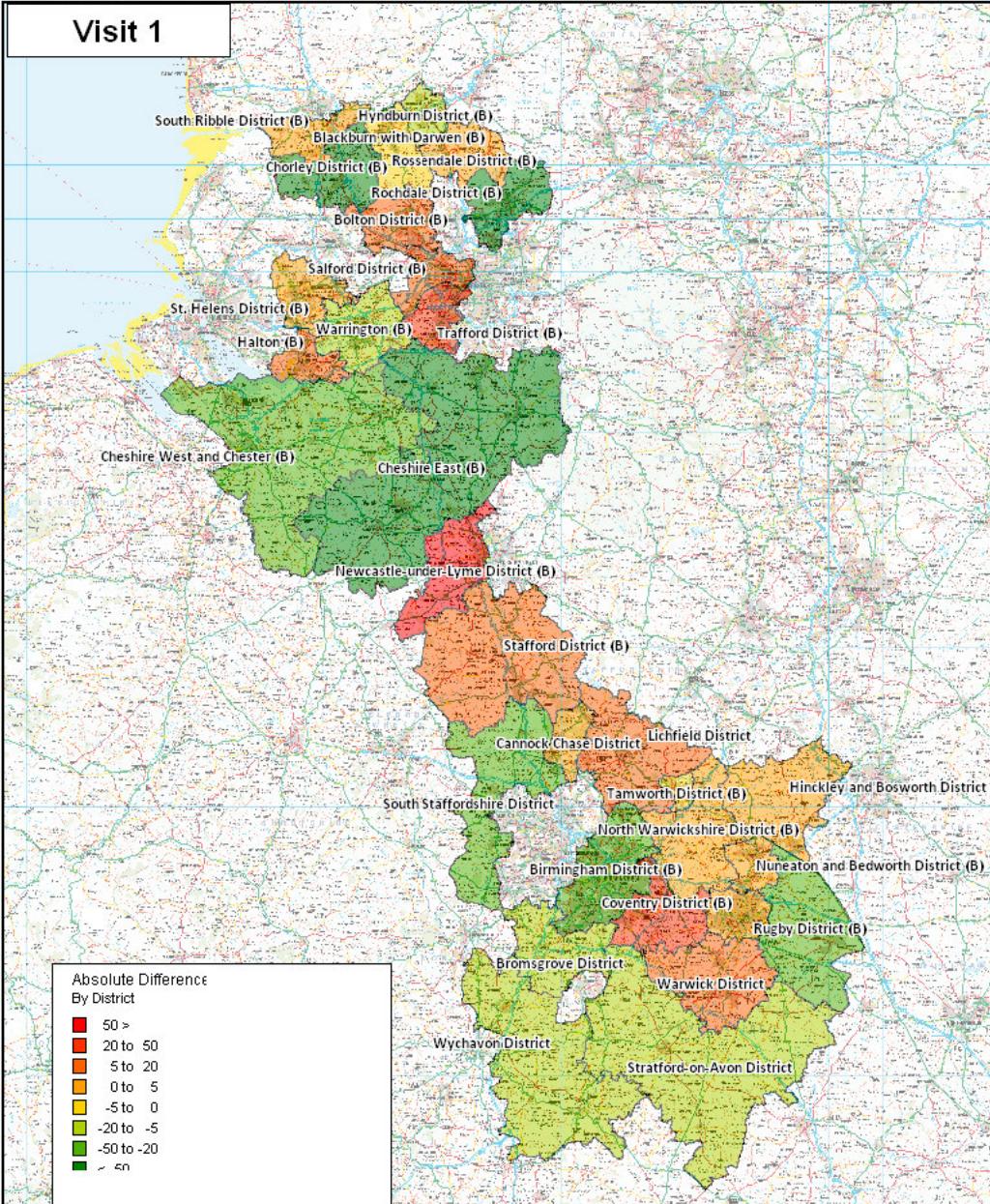


One New York Street,  
MANCHESTER,  
M1 4HD

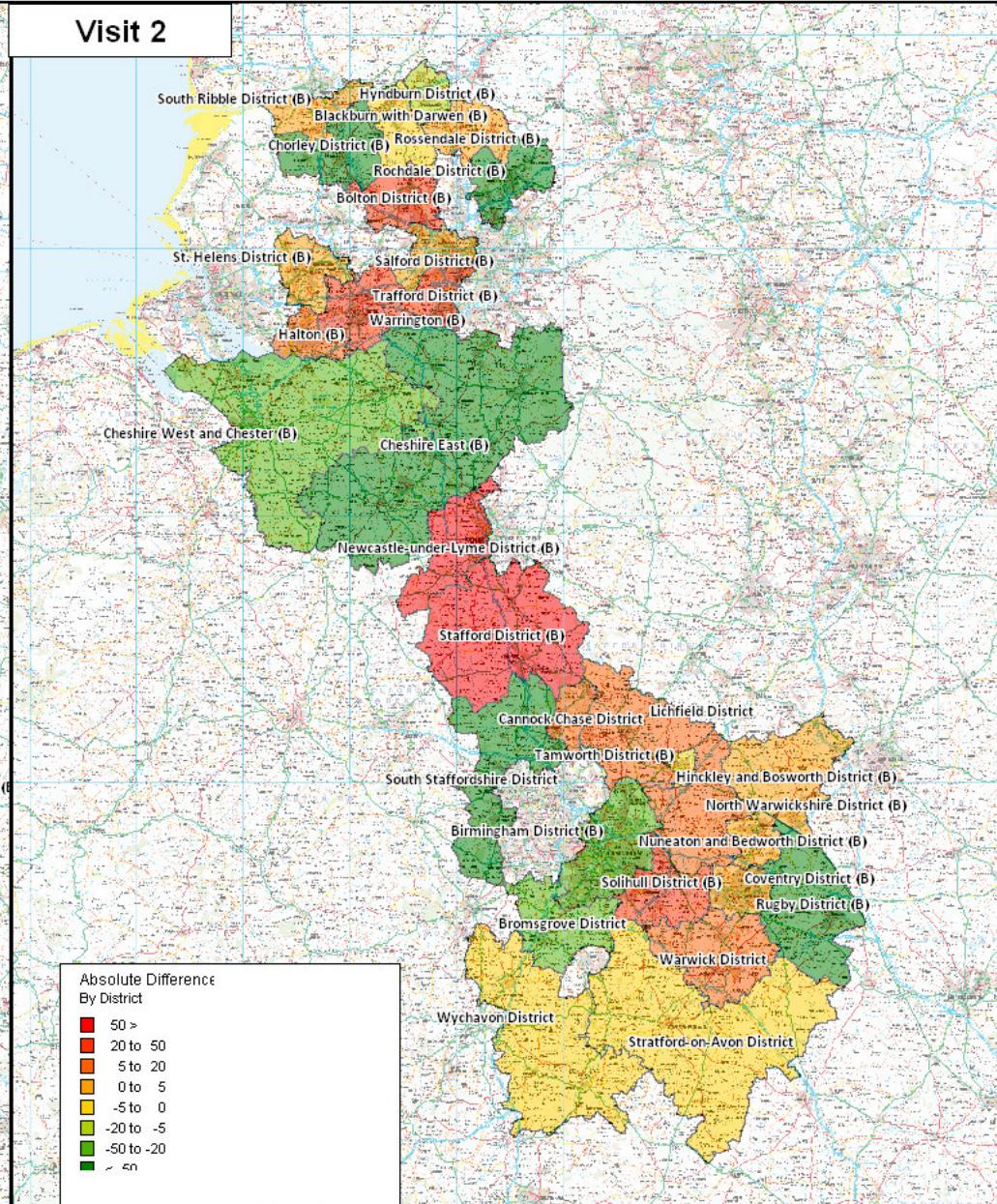
Tel: +44 (0) 161 602 1700  
Fax: +44 (0) 161 602 1799  
[www.AECOM.com](http://www.AECOM.com)

Design:	Mapinfo: TF
Chk'd:	App'd: JM
Date: 15.11.10	Scale: N.T.S
No.	Figure 2

## Visit 1



## Visit 2



Client:	DfT
Project:	Lorry Parking Audit

Title:  
Pilot Utilisation Audit:  
Local Authority Analysis  
Absolute Difference Plot

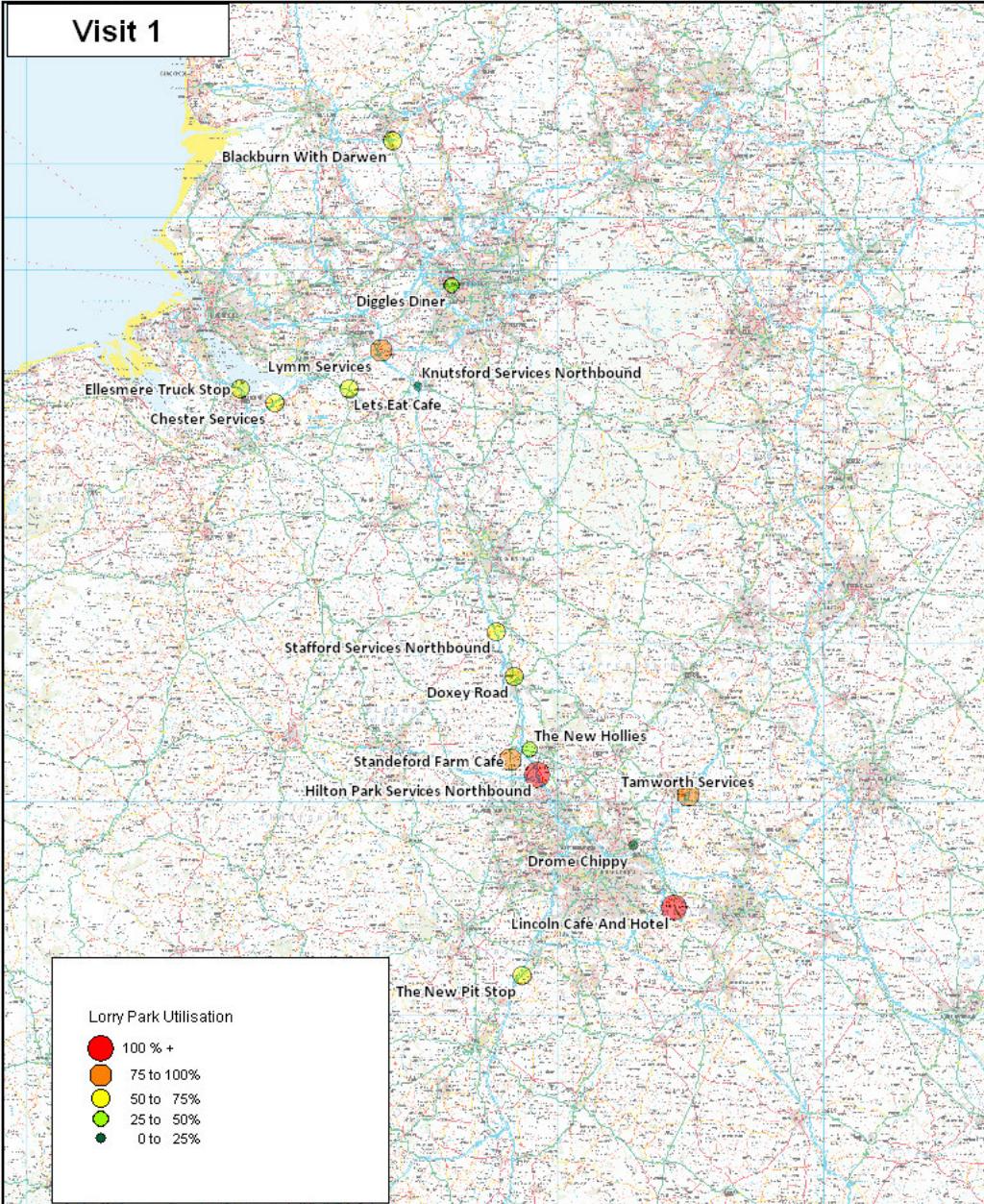


One New York Street,  
MANCHESTER,  
M1 4HD

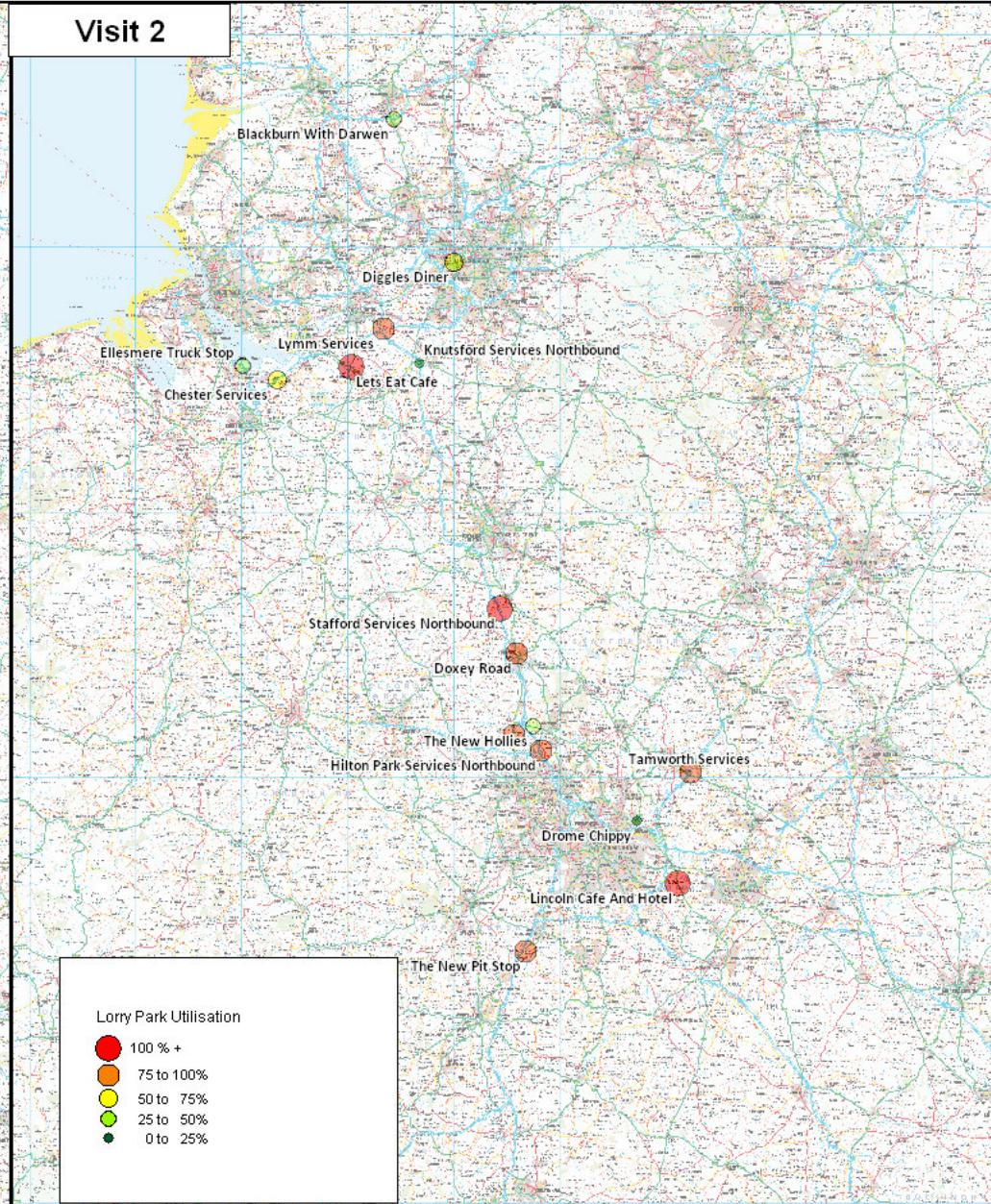
Tel: +44 (0) 161 602 1700  
Fax: +44 (0) 161 602 1799  
[www.AECOM.com](http://www.AECOM.com)

Design:	Mapinfo: TF
Chk'd:	App'd: JM
Date: 15.11.10	Scale: N.T.S
No.	Figure 3

## Visit 1



## Visit 2



Client:  
DfT

Title:

Pilot Utilisation Audit:  
Lorry Park Analysis  
On-Site Utilisation Analysis

Project:  
Lorry Parking Audit

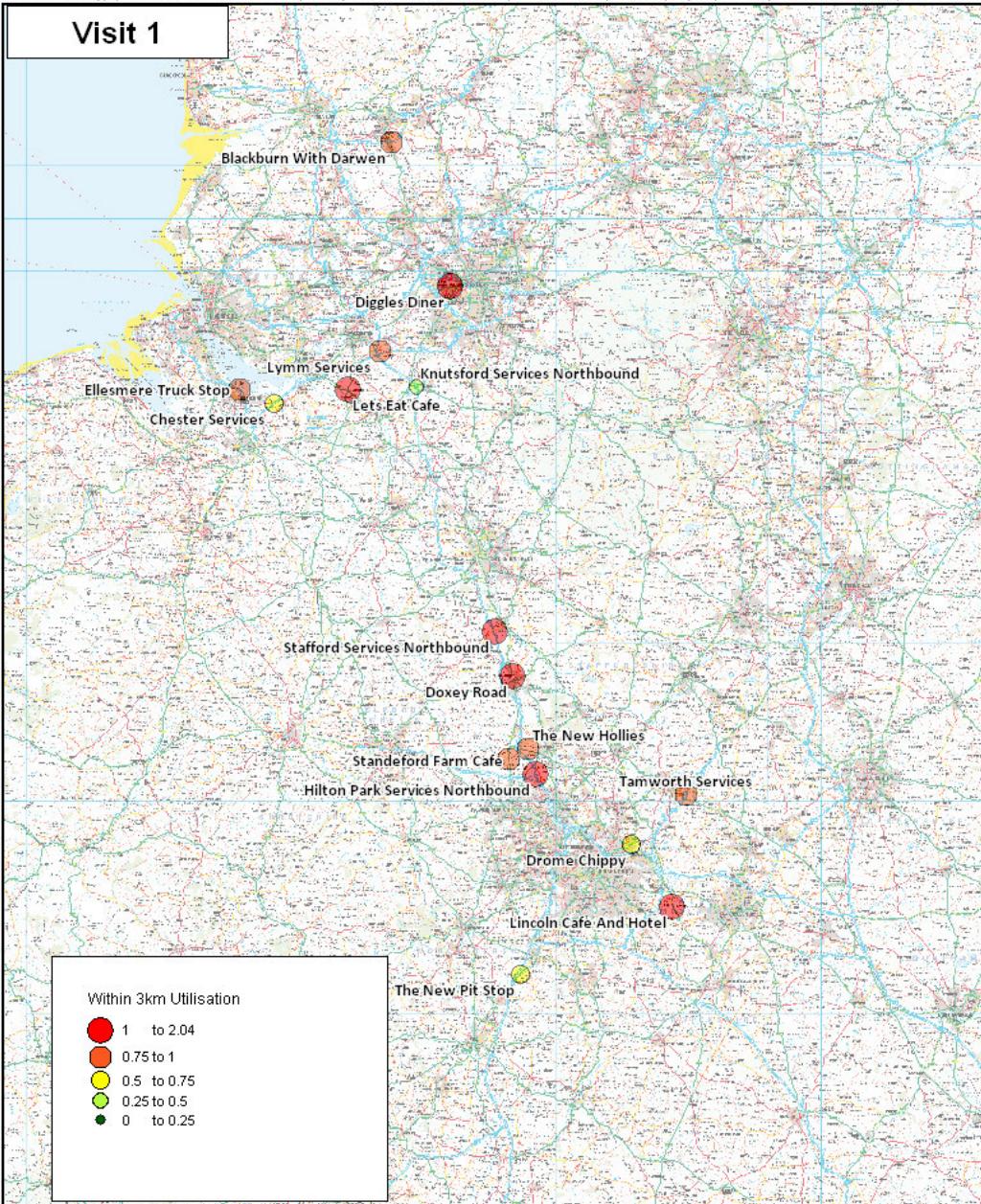
**AECOM**

One New York Street,  
MANCHESTER,  
M1 4HD

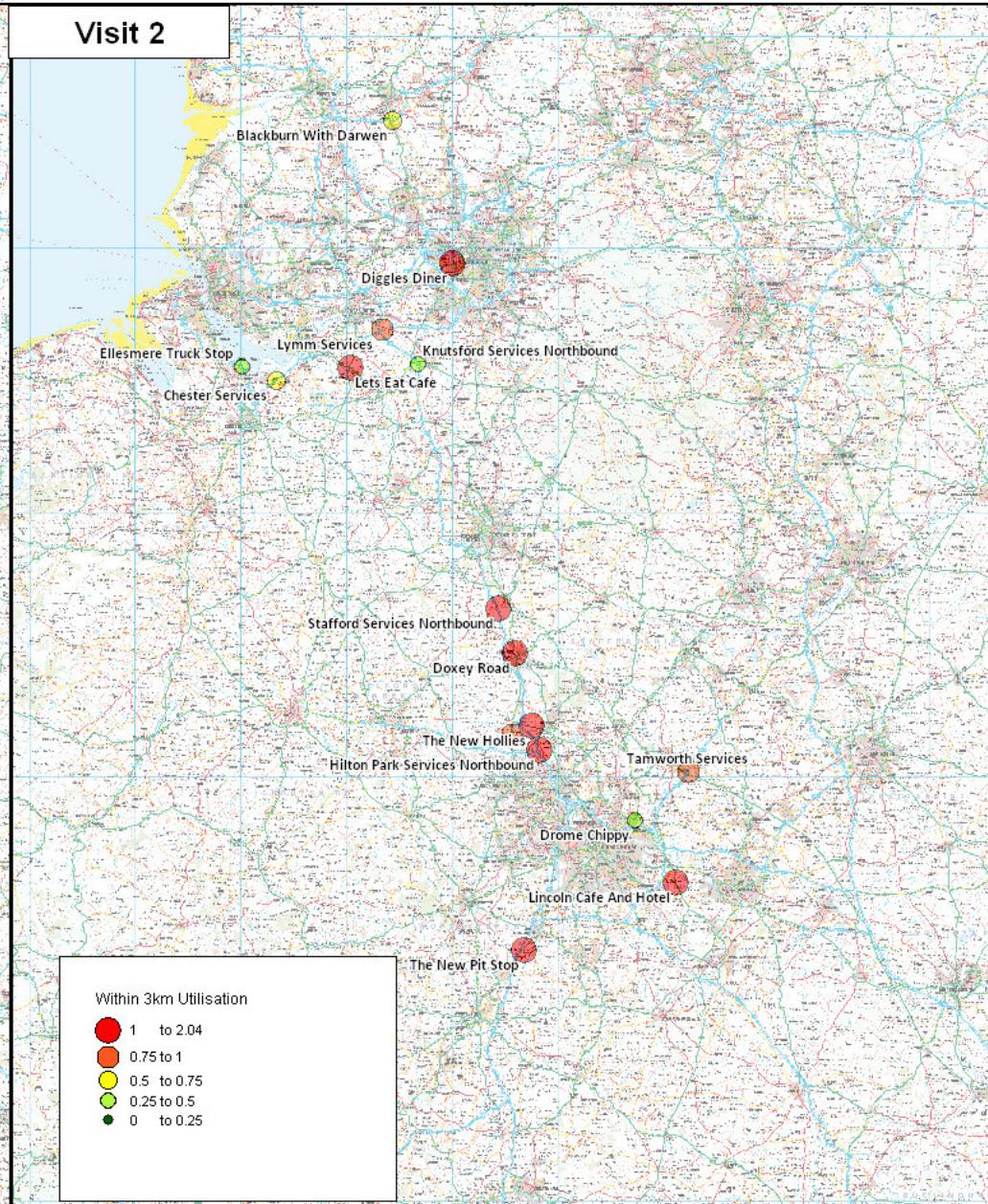
Tel: +44 (0) 161 602 1700  
Fax: +44 (0) 161 602 1799  
[www.AECOM.com](http://www.AECOM.com)

Design:	Mapinfo:	TF
Chk'd:	App'd:	JM
Date:	Scale:	N.T.S
No.		Figure 4

## Visit 1



## Visit 2



Client:	DfT
Project:	Lorry Parking Audit

Title:  
**Pilot Utilisation Audit:  
Lorry Park Analysis  
Total Utilisation Analysis**



One New York Street,  
MANCHESTER,  
M1 4HD

Tel: +44 (0) 161 602 1700  
Fax: +44 (0) 161 602 1799  
www.AECOM.com

Design:	Mapinfo:
Chk'd:	App'd:
Date:	Scale:
15.11.10	N.T.S
No.	Figure 5