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 maps[10]. 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 issues[11]. 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

4.2 East Midlands

List of Key Facts:

1. **40% of vehicles parking in the East Midlands were parking off site, this was despite lorry parking sites being only 56% full**
2. **There was severe shortage of parking provision near the M1/A14 Interchange near Rugby**
3. **The main hotspot of off site parking was where the A14 / M45 / and M1 are in close proximity. There were further hotspots along the A14 and A1.**
4. **A total of approximately 2,000 spaces spread across 43 sites enabled a generally a good level of provision elsewhere in the region**
5. **Three lorry parks contain 25% of the total spaces**
6. **The majority of capacity was located on or near the A1 and M1 on the North South corridors**
7. **There was significant off site parking in lay bys**
8. **In 2010 there were 314 recorded road freight crimes, directly costing the industry an estimated £7.9 million**

4.2.1 Overview

The base information contained in the following Tables 4.1, 4.2 and 4.3 will be analysed in detail throughout the East Midlands 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 4.1 Overview of facility types and capacity in the East Midlands

Name	Type	Overnight Cost (£s)	Capacity
A1 Truck Stop	Independent	£10 or less but more than £5	200
Anglia Transport Cafe	Independent	£10 or less but more than £5	35
Blythe Services	MSA	£15 or less but more than £10	40
BP Kettering Eastbound	TRSA	Free	4
BP Kettering Westbound	TRSA	Free	5
Brobot Garage	Independent	£10 or less but more than £5	8
Caenby Corner Transport	Independent	£5 or less	30
Cheerio Cafe	Independent	£5 or less	6
Clifton Bridge Cafe	Independent	Free	20
Derby South Eastbound	TRSA	£15 or less but more than £10	10
Derby South Westbound	TRSA	£15 or less but more than £10	4
Donington Park Services	MSA	£20 or less but more than £15	78
Fox Inn	Independent	£20 or less but more than £15	70
Gonerby Moor Services Grantham	TRSA	£20 or less but more than £15	30
Jacks Hill Cafe	Independent	£10 or less but more than £5	45
Jaynes Place Blythe	Independent	£5 or less	15
Junction 23 Lorry Park	Independent	£15 or less but more than £10	180

Junction 29 Truckstop	Independent	£15 or less but more than £10	110
Langrick Station Cafe	Independent	Free	25
Leicester Forest East Northbound	MSA	£25 or less but more than £20	70
Leicester Forest East Southbound	MSA	£25 or less but more than £20	40
Leicester North Services	TRSA	£15 or less but more than £10	8
Limes Cafe	Independent	Free	40
Lodge Farm Cafe	Independent	Free	10
Markfield Services	TRSA	£20 or less but more than £15	25
Markham Moor Truckstop	Independent	£10 or less but more than £5	80
Meadow Inn A52	Local Authority	£5 or less	100
Newark Lorry Park	Local Authority	£15 or less but more than £10	180
Portly Ford Cafe	Independent	£15 or less but more than £10	50
Red Lion And Truckstop	Independent	£15 or less but more than £10	100
Scoffers Cafe	Independent	Free	10
Snax-24	TRSA	Free	2
Super Sausage Cafe	Independent	£10 or less but more than £5	28
The Kitchen A15	Independent	£15 or less but more than £10	20
The Saltbox	Independent	£10 or less but more than £5	30
Thrapston	TRSA	Free	6
Tibshelf Services Northbound	MSA	£20 or less but more than £15	60
Tibshelf Services Southbound	MSA	£20 or less but more than £15	60
Trowell Services Northbound	MSA	£20 or less but more than £15	50
Trowell Services Southbound	MSA	£20 or less but more than £15	40
Watford Gap Services Northbound	MSA	£25 or less but more than £20	45
Watford Gap Services Southbound	MSA	£25 or less but more than £20	45
Willington Services	TRSA	£15 or less but more than £10	20
Total			2,034

Table 4.2: Overview of on-site utilisation, off-site parking and excess demand in the East Midlands

Utilisation							
Vehicle Type		UK Artic	non-UK Artic	UK Rigid	non-UK Rigid	**Total**	% Utilisation
On-site parking		453	75	81	2	1,130*	56%
Off-site Parking	Lay-bys	517	90	45	4	656	
	Industrial Estates	115	41	14	1	171	
Excess Demand		-77					

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

Table 4.3: Overview of 2010 reported road freight crime in the East Midlands

Reported Freight Crime[12]					
Number of recorded crimes in 2010	314				
Severity Index[13]	1	2	3	4	5
Number of crimes recorded	73	174	66	0	1
Value of freight crimes recorded	£6,539,050*				
Estimated total value of freight crimes recorded	£7,850,000**				

**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.*

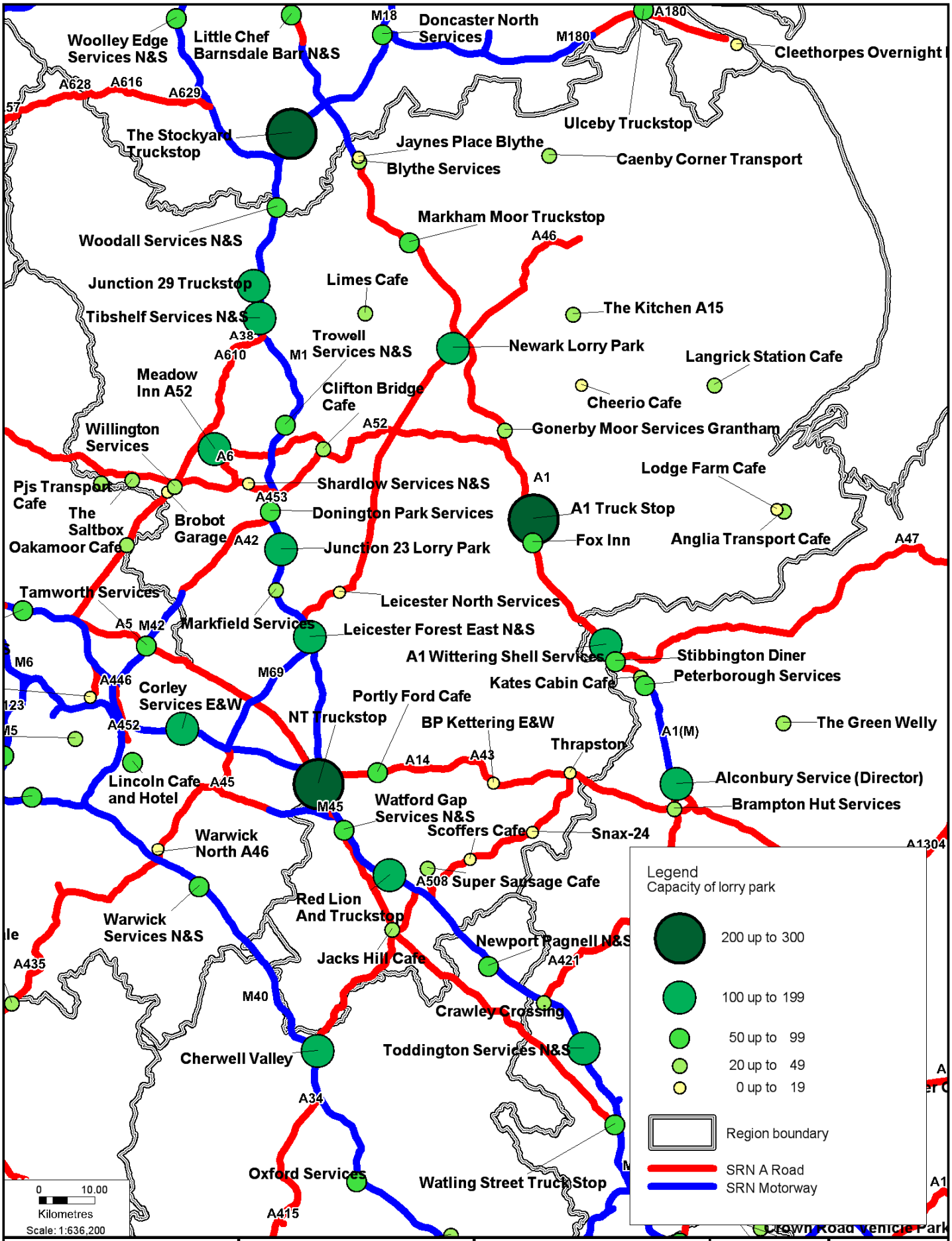
4.2.2 Facilities and Capacity

The East Midlands had 2,034 spaces spread over 43 sites. 29 of these sites had less than 50 spaces and 6 had more than 100. A list of sites with type, price and capacity is provided in Table 4.1 (see section 4.2.1). There was a good mix of different types of parking available in the East Midlands, as well as ranging prices. Approximately half of the overnight parking provision was at a cost of £10 or under. This means there was a good choice for the driver.

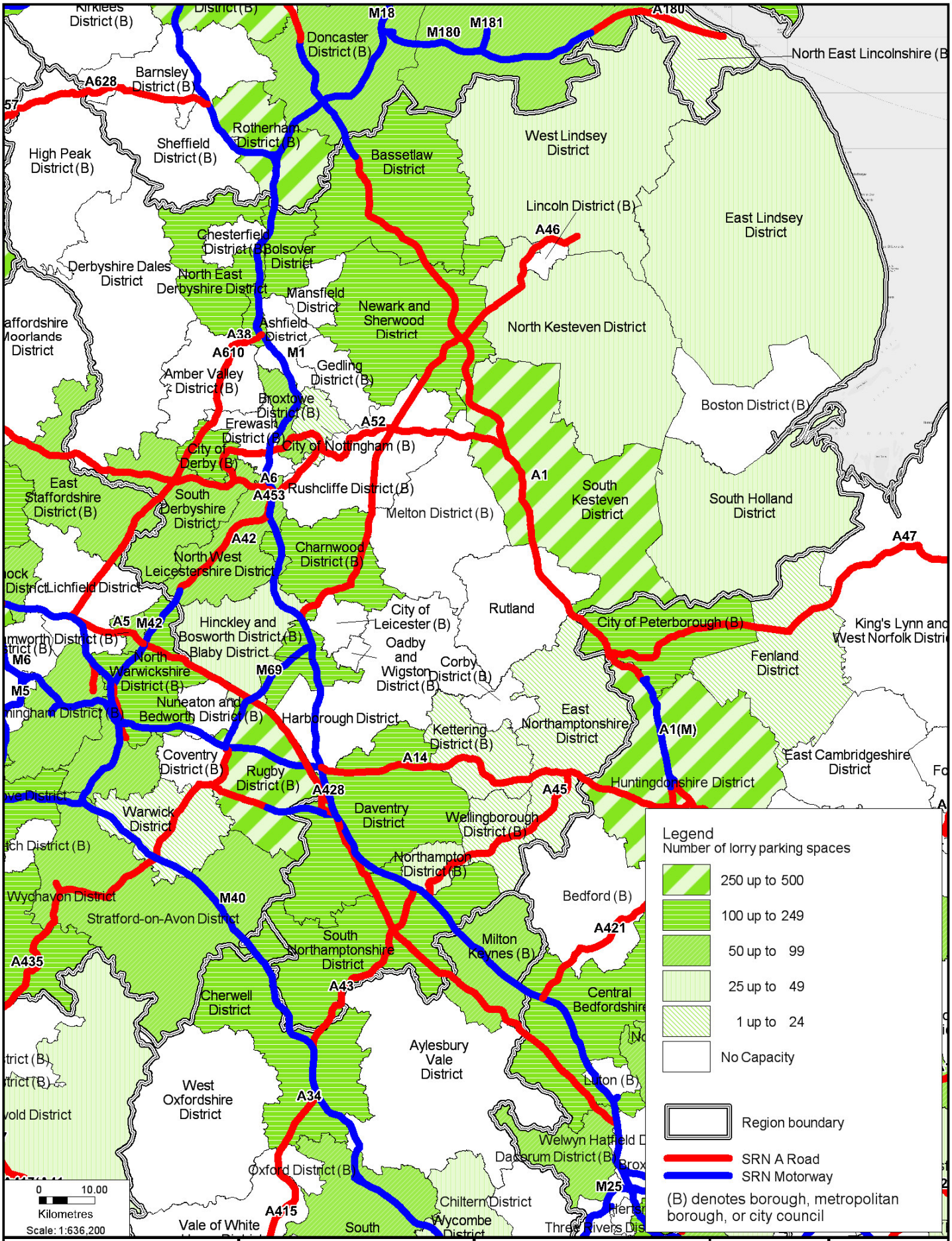
Map 4.2.1 and 4.2.2 show that the majority of capacity was located on or near the A1 and M1 on the North-South corridors. There were three large independent lorry parks which provided significant capacity; Newark Lorry Park, Junction 23 Lorry Park and A1 Truckstop, which provided 560 spaces between them. There were also several smaller sites to the east of the A1 and south of the A14.

Map 4.2.2 shows that South Kesteven District had the highest capacity, with 250 or more spaces available. South Northamptonshire, Daventry, Blaby, Charnwood, City of Derby, Newark and Sherwood, Bolsover, Bassetlaw and North East Derbyshire all had between 100 and 250 spaces. Broxtowe, South Derbyshire and North West Leicestershire provide between 50 and 100 spaces each. West Lindsey, East Lindsey, North Kesteven, South Holland, Hinkley and Bosworth and Northampton all had 25 to 50 spaces. There was also less than 25 spaces in Wellingborough, Kettering, East Northamptonshire and City of Nottingham.

[12] Truckpol 2010
[13] See Appendix 5 for explanation of crime severity index



Client: Department for Transport	Title: East Midlands : Capacity of lorry parking sites	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F	Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M	App'd: S.H
			Date: 21.06.11	Scale: 1:636,200
			No: Map 4.2.1	



Client: Department for Transport	Title: East Midlands : Onsite lorry parking capacity	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F	Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M	App'd: S.H
			Date: 21.06.11	Scale: 1:636,200
			No: Map 4.2.2	

4.2.3 On-site Parking

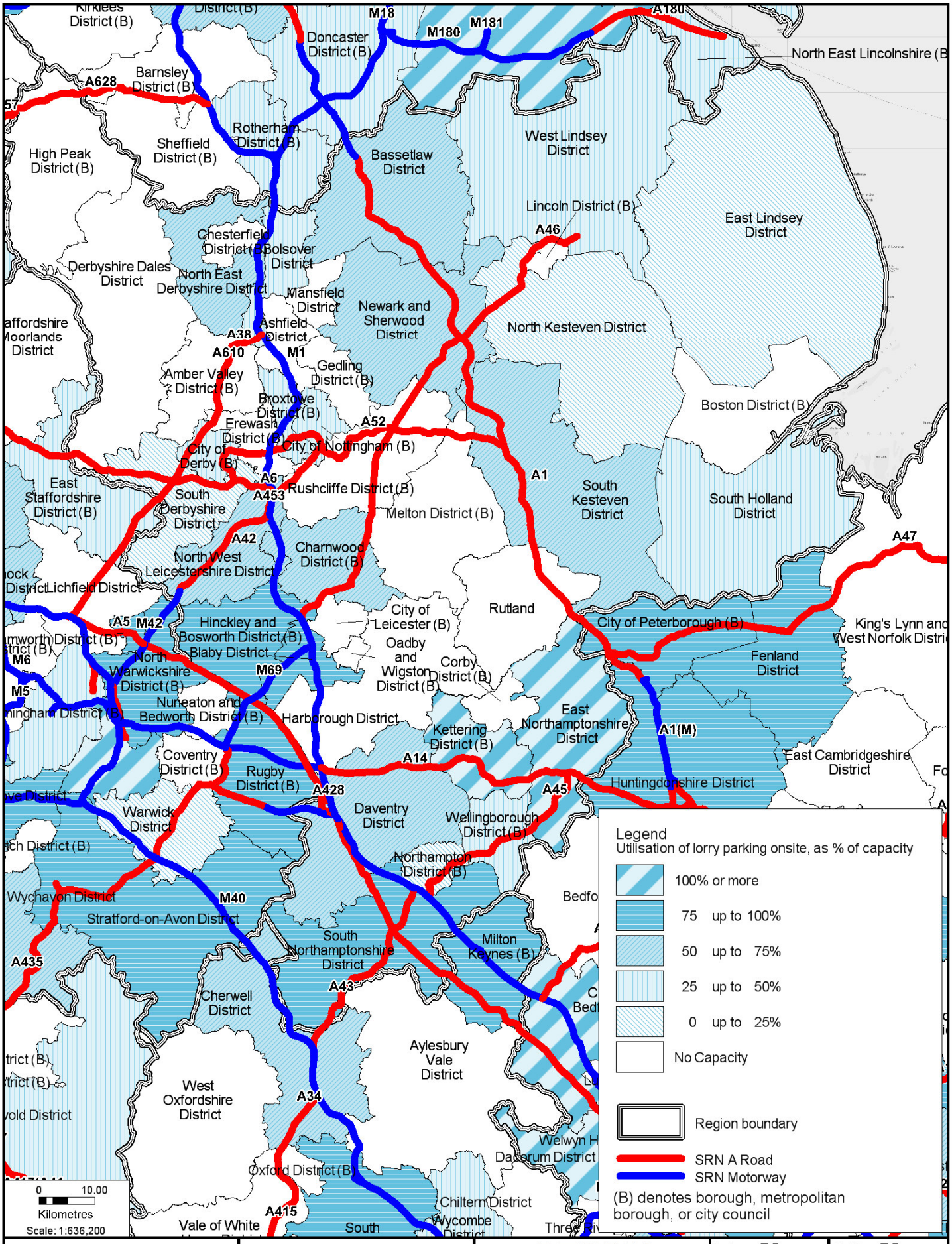
When assessing the level of on-site utilisation in the East Midlands, Table 4.2 (see section 4.2.1) shows that overall lorry parking sites were underutilised. Being 56% full, around three quarters of vehicles counted on-site were UK registered articulated vehicles. Articulated vehicles are generally used for long distance journeys and thus would be more likely to be parking overnight than in a local yard. At the local authority level (see Map 4.2.3) it is clear that Kettering and East Northamptonshire were considerably busier than the rest of the region. Both of these areas were 100% or more full. This shows that even in underutilised regions there were cases of demand outstripping supply.

With regards to other local authorities in the region, Hinkley and Bosworth, South Northamptonshire and Blaby Districts are 75 – 100% utilised showing that there was significant demand for parking. Although there was some spare capacity available at these sites, on busy days it is possible that these local authorities would reach full capacity. South Northamptonshire and Blaby had some of the higher capacities in the region indicating a high demand in these local authorities.

All other local authorities with lorry parking sites had ‘spare’ capacity; of particular importance were the ones with higher capacity; South Kesteven, Newark and Sherwood, Charnwood, Bassetlaw and North East Derbyshire. All of these local authorities had significant amounts of empty spaces in lorry parks.

In relation to map 4.2.3 it is useful to look back to the capacity information (map 2.2.2) to understand whether utilisations was comprised of high or low numbers of vehicles. The comparison with capacity helps to clarify the strategic importance of local authorities by showing whether they had high utilisations.

The hotspot and on-site utilisation map (Map 4.2.9) shows that seven of the 43 lorry park sites; Red Lion and Truckstop, BP Kettering, Thrapston, Gonerby Moor Services, Leicester Forest East, Markfield Services and Markham Moor Services in the region were more than 75% utilised. This shows that although there were local areas with high usage, and a shortage of supply, there was also a surplus of provision elsewhere in the region. This indicates that in some cases where there was off-site parking there would have been scope to encourage drivers to use lorry parking sites nearby that had spaces to accommodate them.



Client: Department for Transport	Title: East Midlands : Onsite lorry parking utilisation	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F / Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M / App'd: S.H
			Date: 21.06.11 / Scale: 1:636,200
			No: Map 4.2.3

4.2.4 Off-site Parking

The maps that analyse off-site parking (see Maps 4.2.4, 4.2.5, 4.2.6, 4.2.7, 4.2.8 and 4.2.9 - all immediately after this page) shows that the number of vehicles parking in lay-bys and industrial estates was greatest in Daventry. There was further significant off-site parking in South Derbyshire, South Kesteven and Newark and Sherwood. The rest of the region had more minor, but still significant levels of off-site parked spread throughout.

Table 4.2 (see section 4.2.1) shows that over 40% of vehicles parking in the East Midlands were parking off-site despite lorry parking sites being only 56% full. This could indicate that drivers were not using sites in order to save money, and that the facilities and security may not have been sufficient enough to attract them.

Map 4.2.4 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 Daventry, and more than 50 vehicles were parked off-site in South Derbyshire, South Kesteven and Newark and Sherwood. A contributing factor would be that South Kesteven and Newark and Sherwood are situated with the A1 passing through them, carrying a large amount of freight traffic in the North-South direction. Daventry and South Derbyshire also have intersections of major roads located within their boundaries, so have vehicles travelling in the North-South and East-West directions.

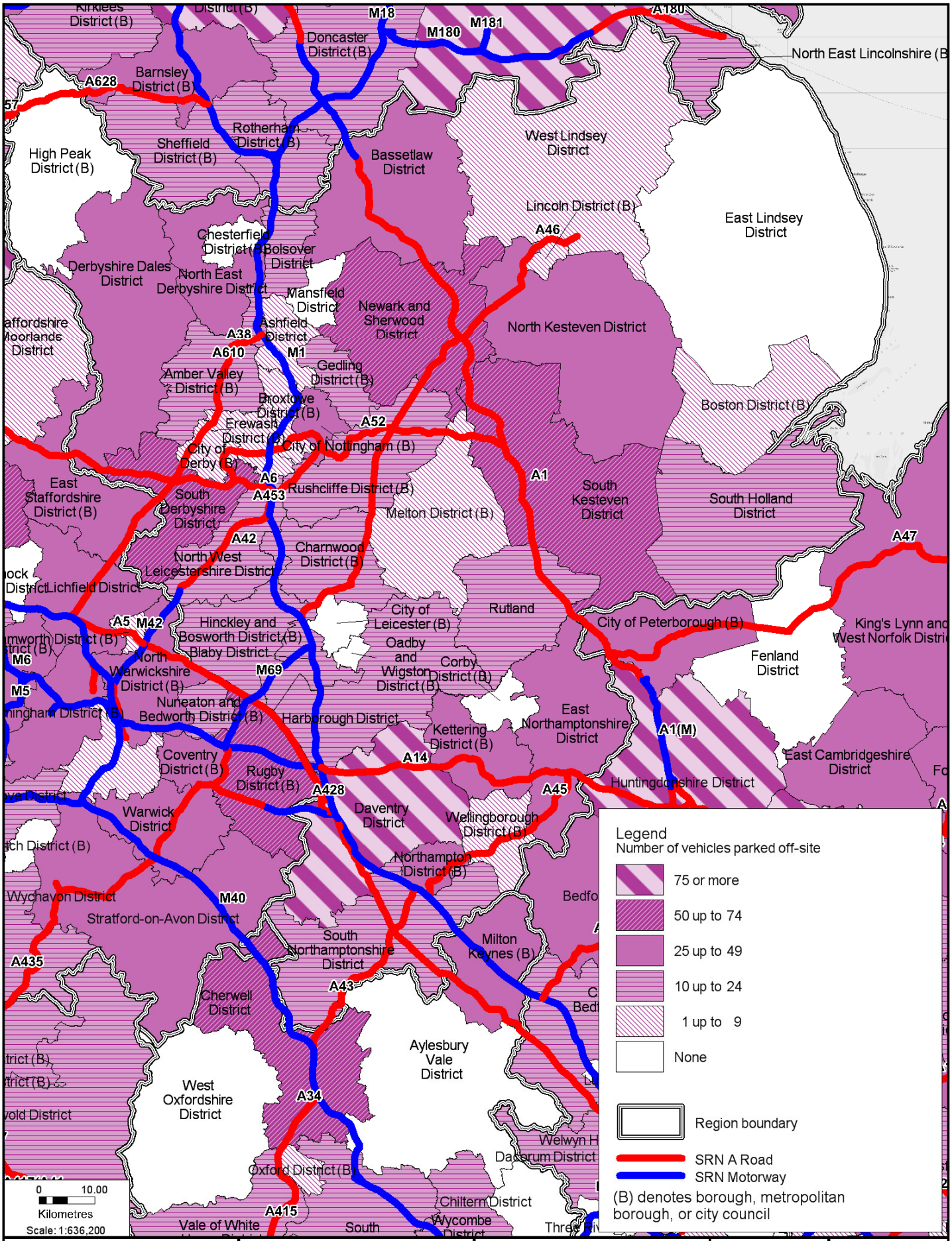
Map 4.2.4 also shows that the rest of the local authorities excluding East Lindsey, High Peak and City of Leicester all had some level of off-site parking.

Given the size of some local authorities within regions it is important to understand exactly where the hotspots of off-site parking were. The East Midlands hotspot map (see Map 4.2.9) shows four locations where there were 25 or more vehicles parked off-site within in a 5km radius of the SRN. These were at the M1/A14 interchange which had 100 or more vehicles parked off-site within 5km of the SRN. The other hotspots had 25 or more, but fewer than 50 vehicles parked off-site within 5km of the SRN. These were in the following locations; A1 north of Gonerby Moor, M1 north of Tibshelf and the East-West corridor between Nottingham and Derby.

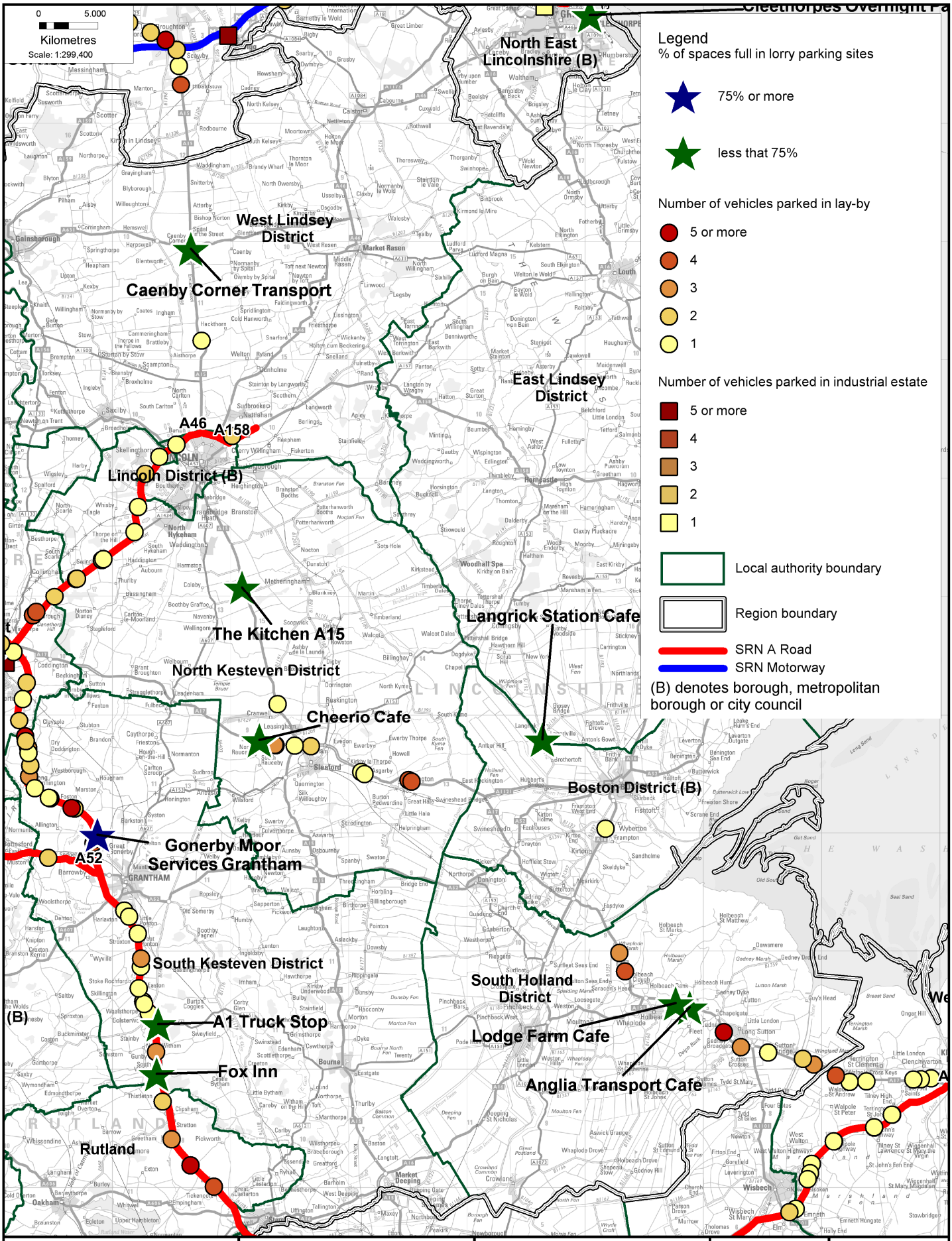
The detailed off-site parking map (see Maps 4.2.5, 4.2.6, 4.2.7 and 4.2.8) shows the exact locations of the lay-bys and industrial estates being used for parking which can be related back to the hotspot analysis. The M1/A14 interchange hotspot was mainly caused by vehicles parking in lay-bys on the A45, A14 and the A5, as well as in industrial estates around Northampton. This level of off-site parking had the potential to cause problems in the local area.

The hotspot to the north of Gonerby Moor Services on the A1 was caused by vehicles parking in lay-bys on the A1. The location of parking indicates that these vehicles were likely to be predominantly parking overnight before travelling long distances the following day.

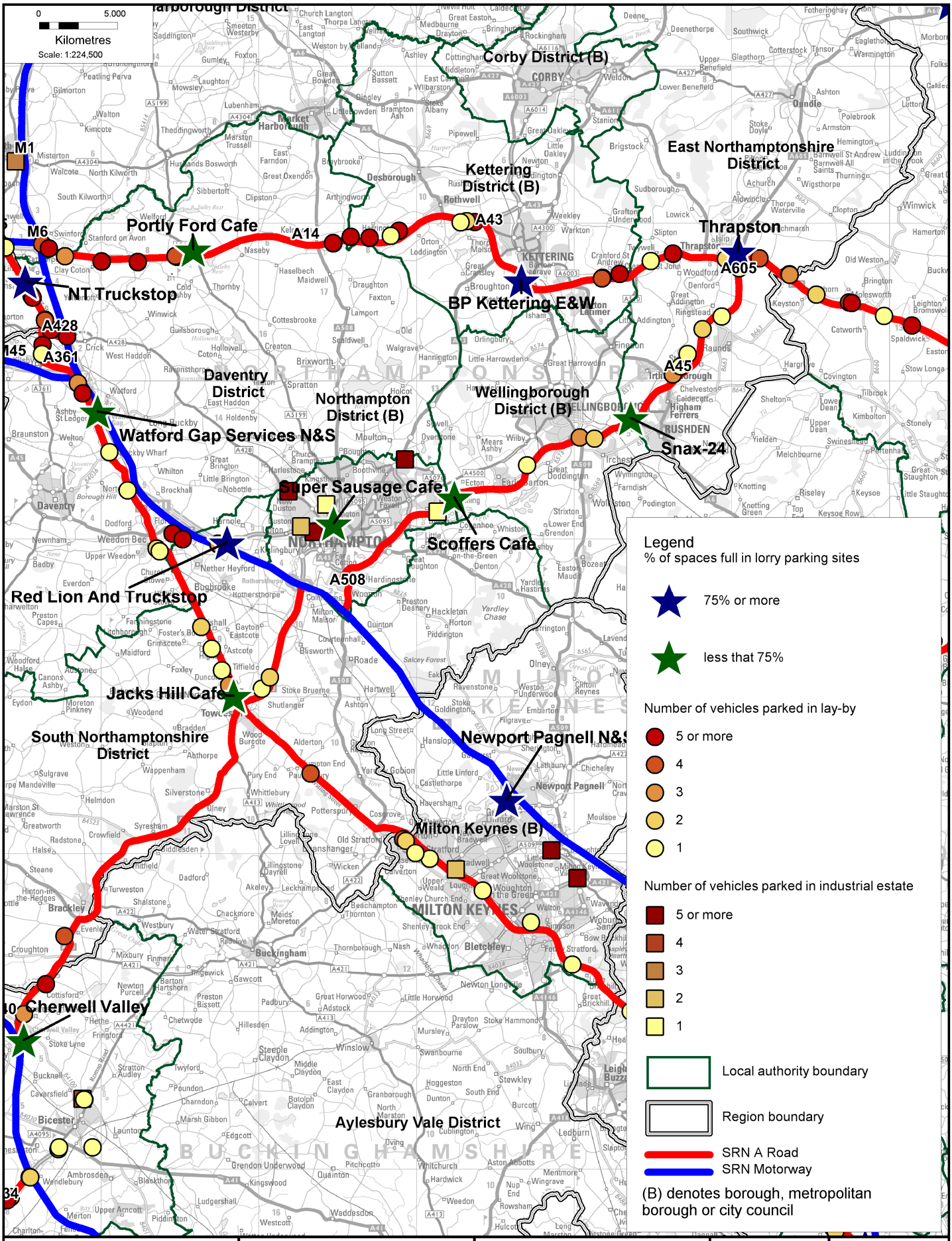
The hotspot located between Nottingham and Derby was caused by a combination of vehicles parking on the A50 and in industrial estates in Burton on Trent and Nottingham. The hotspot on the M1 north of Tibshelf was mainly caused by vehicles parking in industrial estates to the east of Sheffield and Chesterfield.



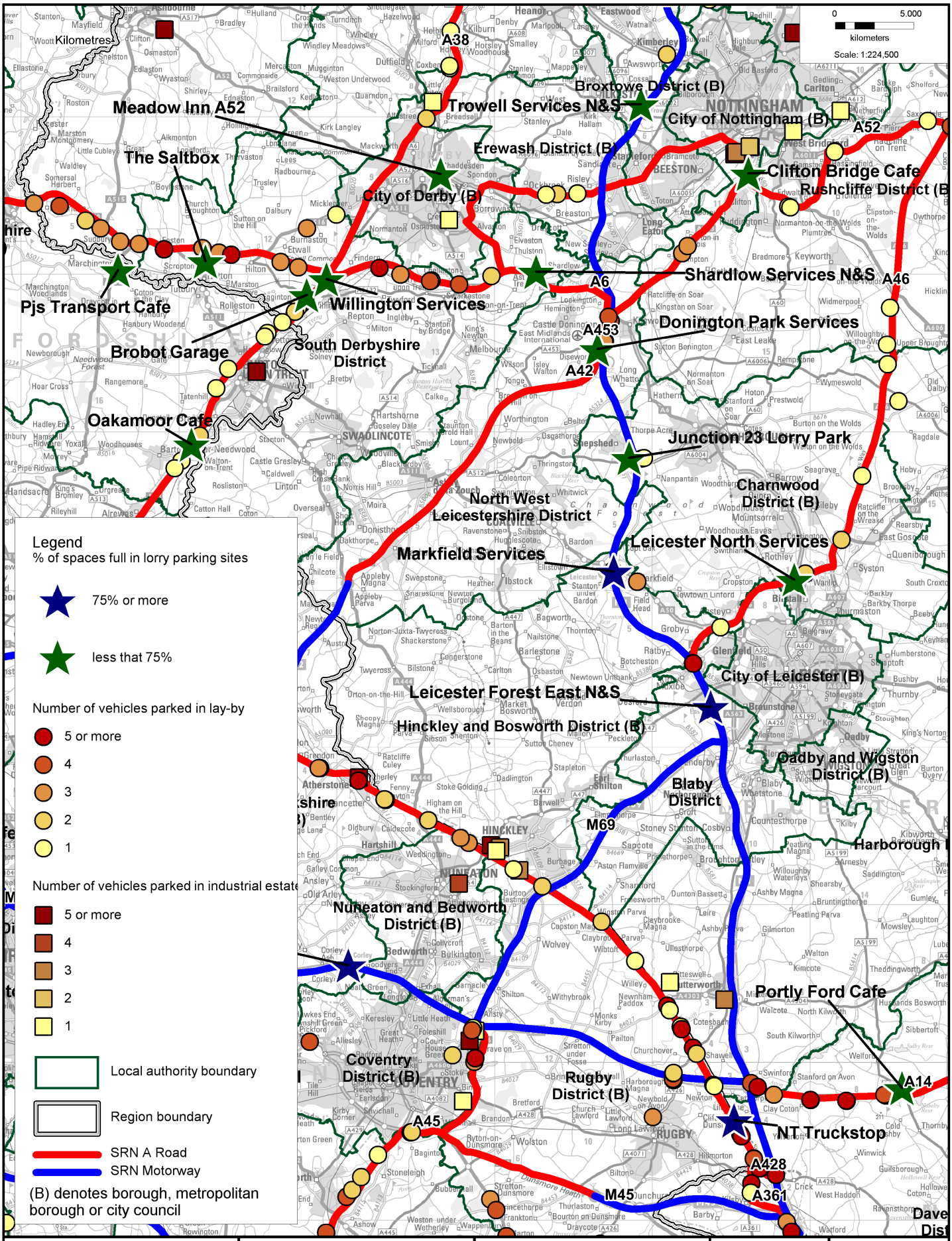
Client: Department for Transport	Title: East Midlands : Number of vehicles parked off-site (lay-bys and industrial estates)	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F / Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M / App'd: S.H
			Date: 21.06.11 / Scale: 1:636,200
			No: Map 4.2.4



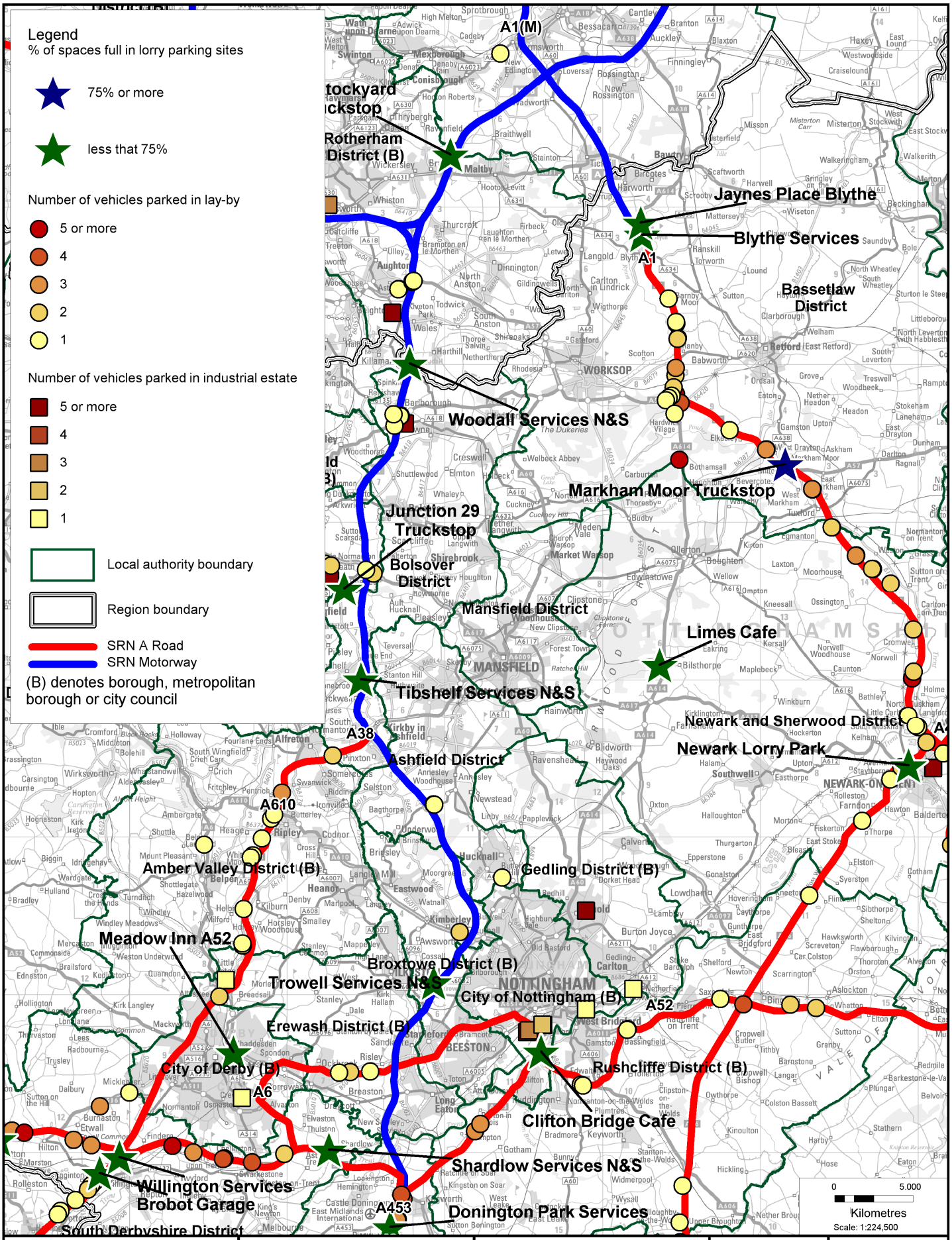
Client: Department for Transport	Title: East Midlands: Off-site parking in lay-bys and industrial estates and use of lorry parks eastern section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 12.07.11; Scale: 1:299,400
Project: Lorry Parking Study			No: Map 4.2.5



Client: Department for Transport	Title: East Midlands: Off-site parking in lay-bys and industrial estates and use of lorry parks southern section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 12.07.11; Scale: 1:224,900
Project: Lorry Parking Study			No: Map 4.2.6



Client: Department for Transport	Title: East Midlands: Off-site parking in lay-bys and industrial estates and use of lorry parks western section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 12.07.11; Scale: 1:224,500
Project: Lorry Parking Study			No: Map 4.2.7



Client: Department for Transport	Title: East Midlands: Off-site parking in lay-bys and industrial estates and use of lorry parks northern section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F / Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M / App'd: S.H
			Date: 12.07.11 / Scale: 1:224,900
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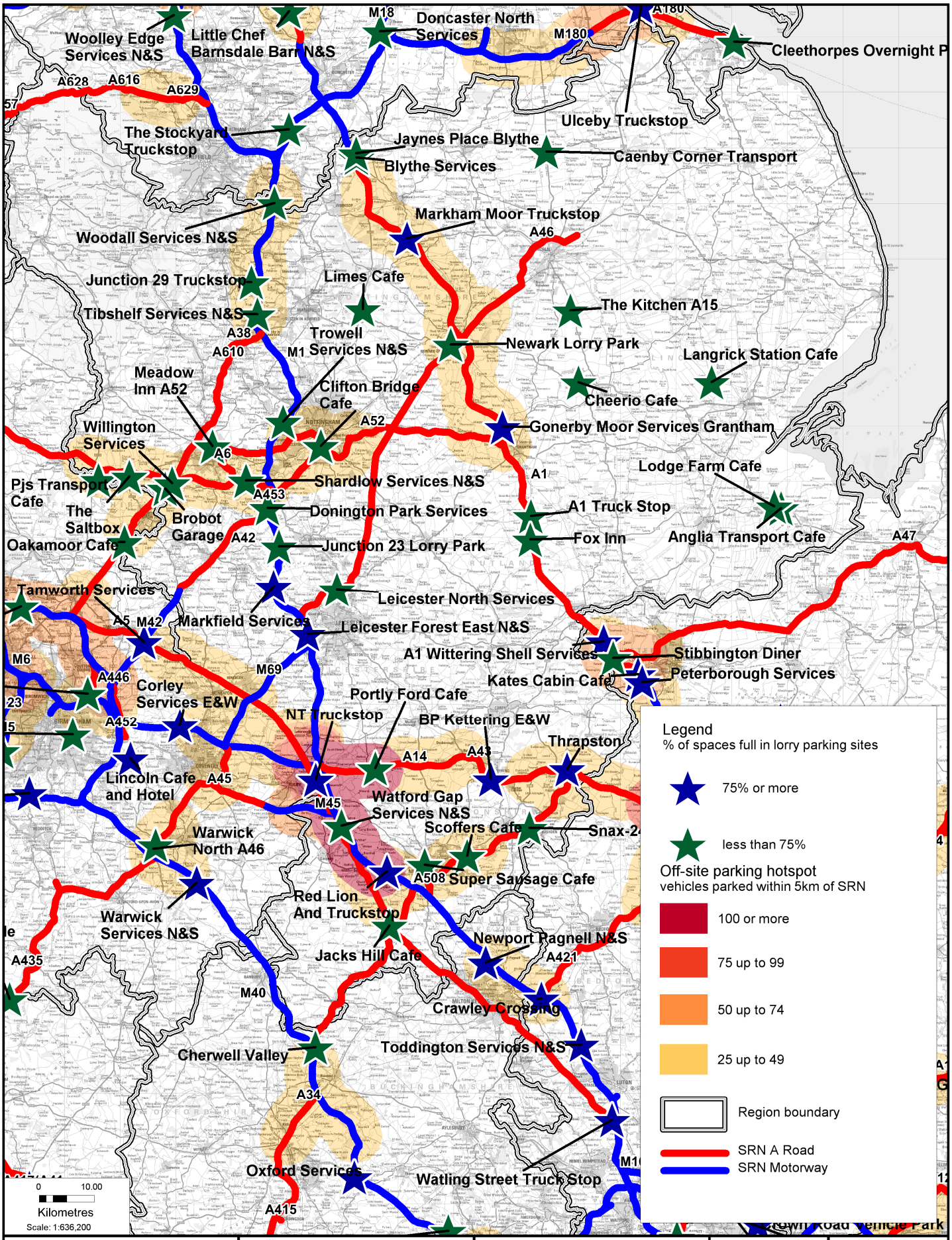

Client: Department for Transport	Title: East Midlands : Off-site parking hotspots and use of lorry parking sites	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 21.06.11; Scale: 1:636,200
Project: Lorry Parking Study			No: Map 4.2.9

4.2.5 Excess Demand

The charts below (Figure 4.1 and 4.2) 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 authority broken down into on-site, lay-by and industrial estate. The black line denotes the amount of capacity surveyed in each area, and 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 accomodate all the vehicles in the region, and where vehicles were parking. For example, Daventry 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 South Kesteven column is below the black line meaning all vehicles could have been accomodated on-site.

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Figure 4.1: Graph of parking trends across local authorities in East Midlands (A-HA)

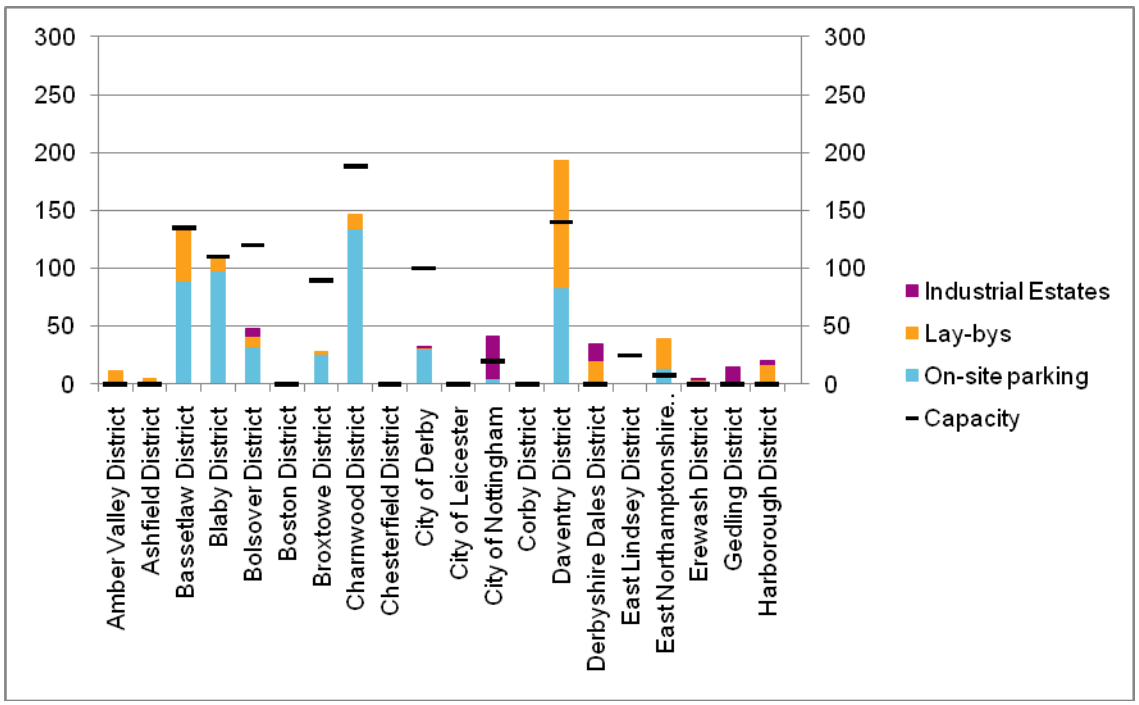
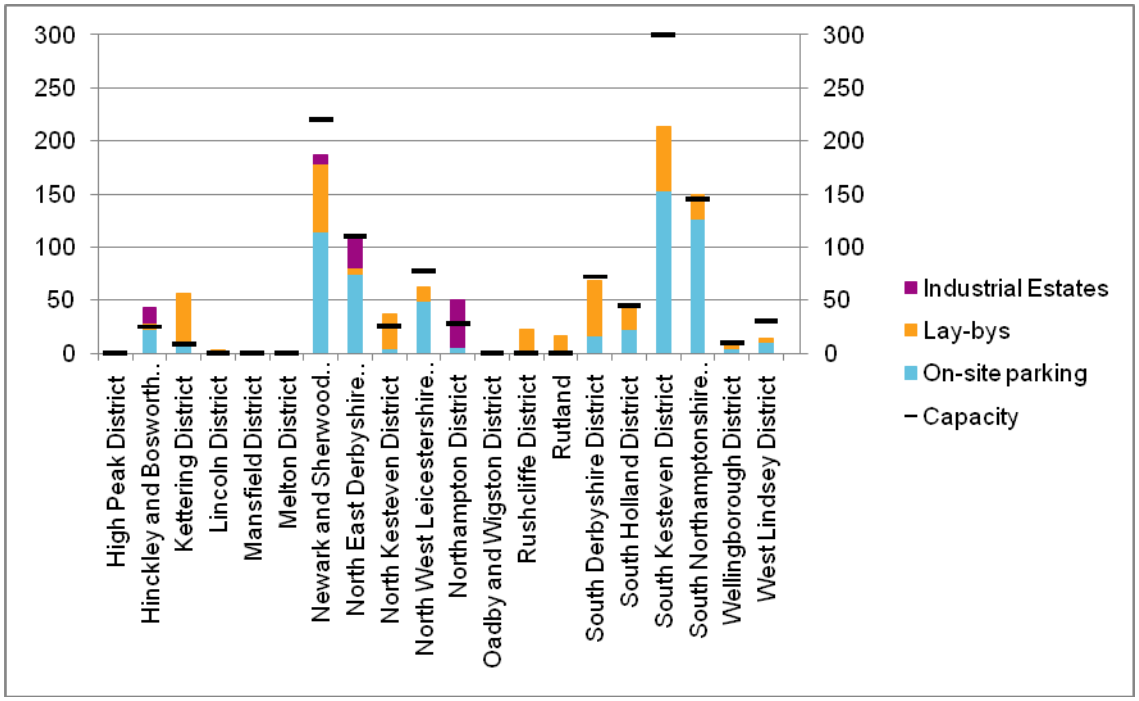


Figure 4.2: Graph of parking trends across local authorities in East Midlands (HI-WE)



Map 4.2.10, Figure 4.1 and Figure 4.2 above highlight that whilst many local authorities in the East Midlands had more vehicles parked than spaces, particularly Daventry, there were other areas in the East Midlands which had significant levels of spare parking capacity

These charts combined with Map 4.2.10 highlighted clear problems. In City of Nottingham, Daventry, East Northamptonshire, Hinkley and Bosworth, Kettering, Northampton and South Northamptonshire there was not enough supply of spaces to accomodate the demand for spaces. There were other local authorities where the total number of vehicles was very close to the total capacity such as Bassetlaw, Blaby, North West Leciestershire and South Holland. In other local authorities there was not a shortage of supply; such as Broxtowe, City of Derby, East Lindsey, Newark and Sherwood, North West Leicestershire and South Kesteven.

Referring back to the hotspots identified earlier in section 4.2.4 (Map 4.2.9) At the M1 / A14 intersection there were over 100 vehicles parking off-site and several busy lorry parks. Although Portly Ford and Watford Gap Services were under 75% utilised the capacity was not enough to accommodate these off-site vehicles. This indicates that additional capacity may be required at this location alongside complementary measures.

The hotspot between Nottingham and Derby included ten under-utilsed lorry parking sites within the same area, this indicates that drivers were choosing to avoid these facilities. The hotspot on the M1 north of Tibshelf services towards the local authority of Bolsover contained three under-utilsed lorry parking sites; two MSAs and one independent. The level of off-site parking suggests that drivers were avoiding these, possibly to avoid the cost of parking on-site.

The hotspot on the A1 contained three lorry parking sites, two of which were more than 75% full, the other was Newark Lorry Park which was a large site and had enough spaces to accomodate all the vehicles parking off-site.

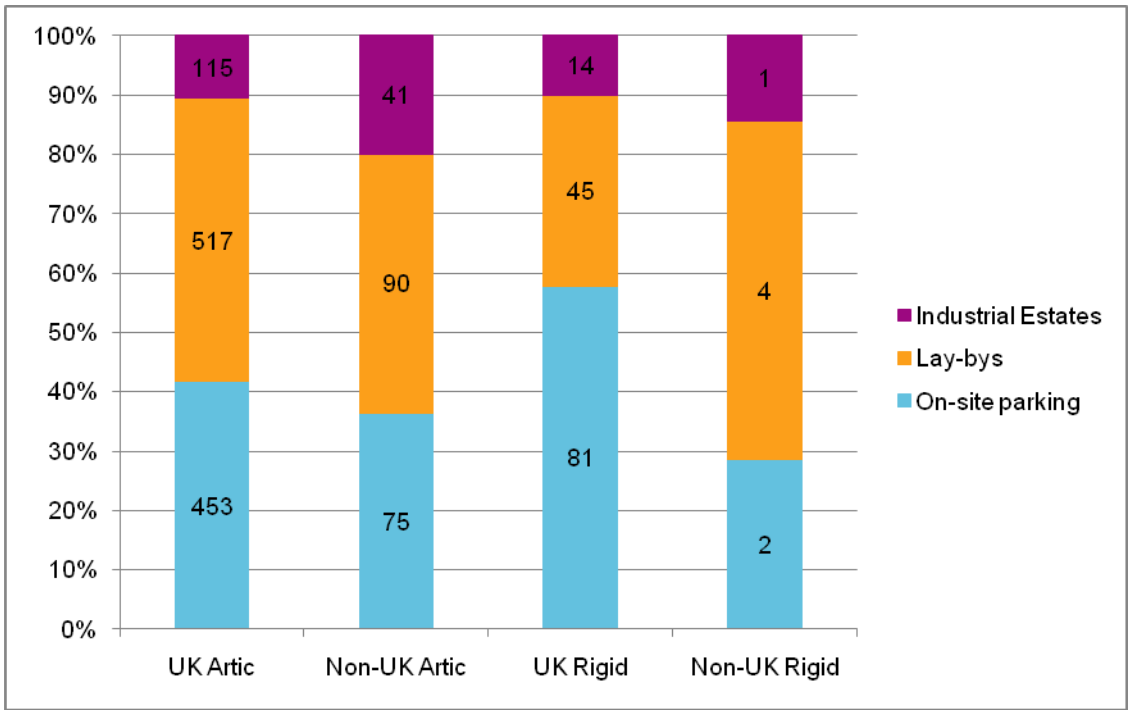
Client: Department for Transport	Title: East Midlands : Difference between number of vehicles parked (on and off-site) and capacity of lorry parking	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 21.06.11; Scale: 1:636,200
Project: Lorry Parking Study			No: Map 4.2.10

Figure 4.3 below shows the split of how different vehicle types park on-site, in lay-bys or industrial estates. This shows that although UK articulated vehicles accounted for the majority of on-site parking, they also accounted for the majority of off-site parking. This is based on the high number of vehicles.

UK articulated vehicles 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 40% of non-UK articulated vehicles were parked on-site and less than a third of non-UK rigid vehicles were parked on-site.

Although the number of non-UK registered parking off-site was less this analysis shows these vehicles are slightly more likely to park off-site than UK registered vehicles. Therefore any measures used to encourage more on-site parking should take this into account.

Figure 4.3: Split of different parking areas across UK and non-UK vehicle types in the East Midlands

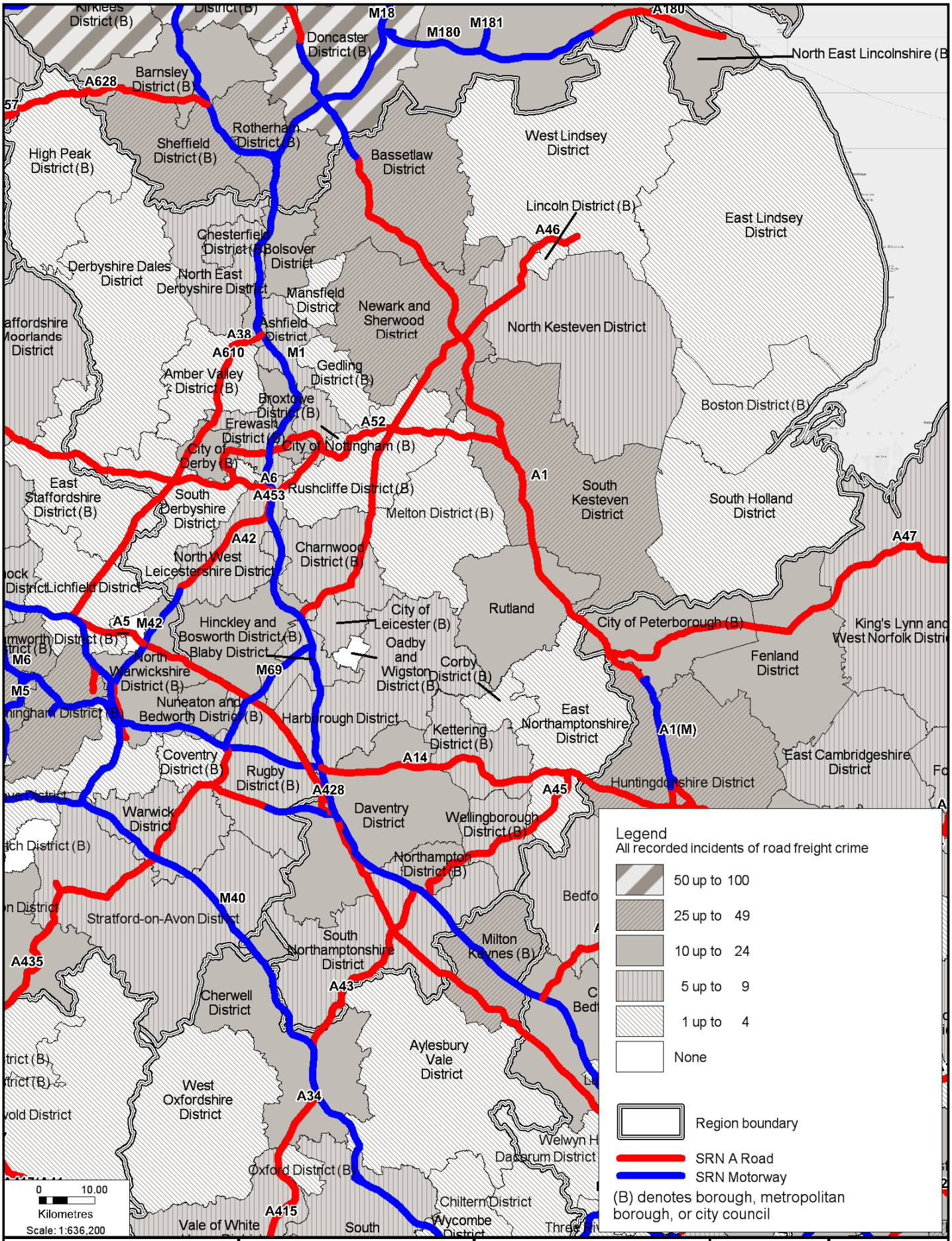


4.2.6 Crime Analysis

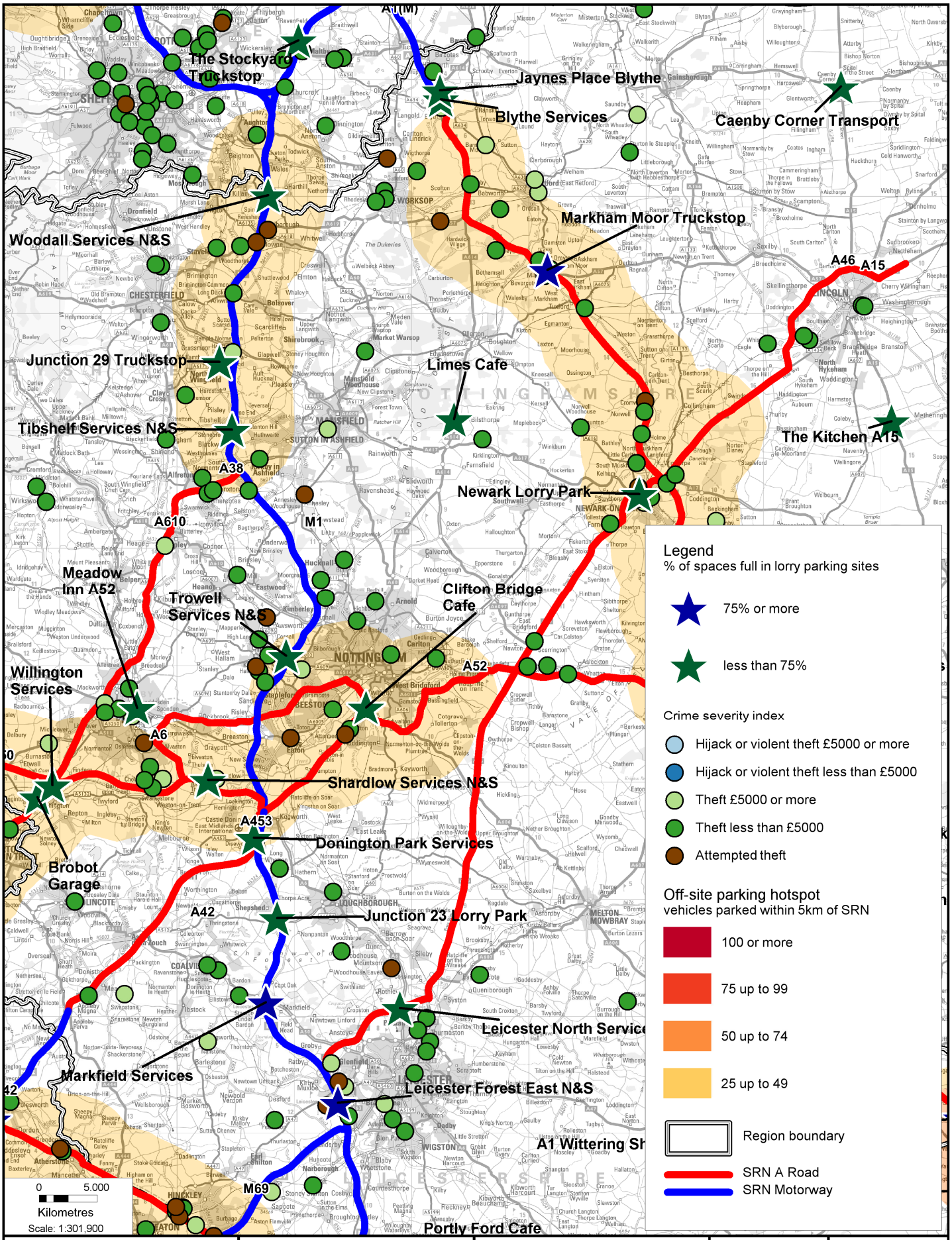
In the East Midlands there were 314 recorded crimes in 2010, costing the industry an estimated £7.9 million. Map 4.2.11 shows the number of recorded crimes in 2010 in each local authority. The local authorities on the A1 corridor had the highest level of road freight crime with South Kesteven, Newark and Sherwood and Bassetlaw between 25 and 50 crimes recorded. Crime was also high in Northampton, Daventry, Hinkley and Bosworth, Rutland, Derby, Broxstowe and Bolsover. It is important to note that South Kesteven, Newark and Sherwood and Daventry were also amongst the highest local authorities in terms of off-site parking. Map 4.2.12 shows that the majority of incidents were near to the SRN with slightly higher density around urban areas. Some of these crimes may have happened in operator premises, although given the location of the crimes (see map 4.2.12) it is expected many will have happened where vehicles were parked off-site.

4.2.7 Summary

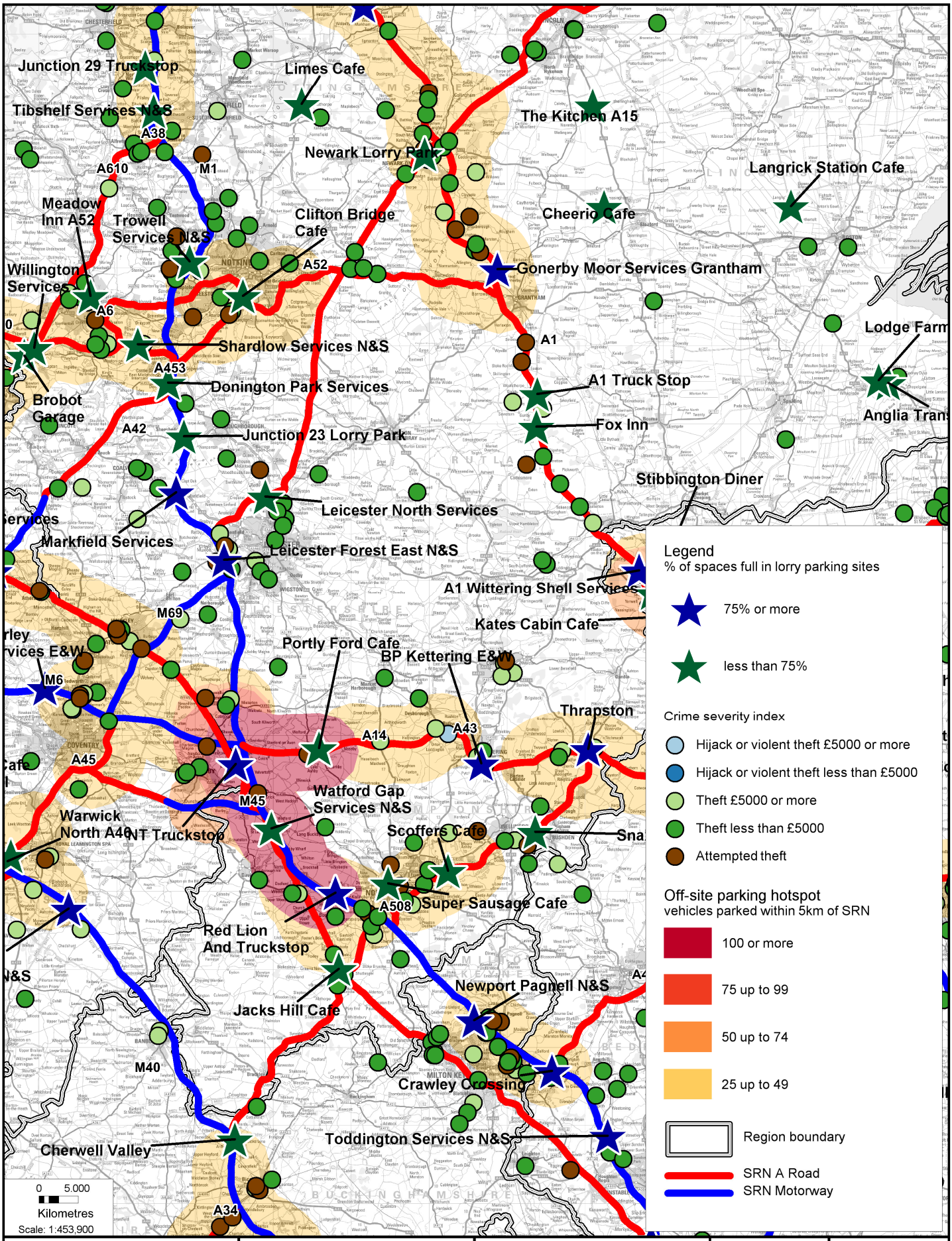
The demand in East Midlands was in line with the national average and had several major trunk roads traversing the region. Overall there was good provision in much of the region particularly on the A1. However, there was also significant off-site parking, particularly in lay-bys. This indicates that there could be scope to encourage greater use of on-site lorry parking facilities. However, in some areas there was a severe shortage of capacity, most notably where the M1 meets the A14 near Rugby. In this location there were over a hundred vehicles parking off-site compounding the situation.



Client: Department for Transport	Title: East Midlands : 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	Design: T.F	Mapinfo: T.F
Project: Lorry Parking Study			Chk'd: J.M	App'd: S.H
			Date: 21.06.11	Scale: 1:636,200
			No: Map 4.2.11	



Client: Department for Transport	Title: East Midlands : Severity of all recorded road freight crime in relation to off-site parking hotspots and on-site utilisation Northern section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F; Mapinfo: T.F; Chk'd: J.M; App'd: S.H; Date: 21.06.11; Scale: 1:301,900; No: Map 4.2.12
Project: Lorry Parking Study			



Client: Department for Transport	Title: East Midlands : Severity of all recorded road freight crime in relation to off-site parking hotspots and on-site utilisation Southern section	AECOM Lynnfield House Church Street Altrincham, WA14 4DZ Tel: +44 (0) 161 927 8200 www.AECOM.com	Design: T.F / Mapinfo: T.F / Chk'd: J.M / App'd: S.H / Date: 21.06.11 / Scale: 1:453,900 / No: Map 4.2.13
Project: Lorry Parking Study			

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