

Appendix



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Transportation

Appendices

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Appendix 1

Local Authority Consultation



Project:	Lorry Parking Survey	Job No:	60148823
Subject:	Local Authority Consultation		
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Approved by:	John Miles	Date:	27/08/2010

As part of the lorry parking survey study AECOM have undertaken a local authority consultation in order to ascertain views on and knowledge of lorry parking issues at a local level.

A total of 355 authorities were contacted by email and post as well as Freight Quality Partnerships and Transport for London, of those 117 have responded directly. Many of the smaller district and borough councils delegate responsibility for lorry parking to their county council. When this is taken into account the total number of authorities which can be considered to have responded is 264. This is approximately 75% of the authorities in England.

The level of response has varied between regions. This is expected as lorry parking takes a higher priority in certain areas. This is particularly the case where there is increased freight activity, and for instance in regions with large freight ports or major roads the level of response has been noticeably higher. The South East and South West regions have 93% and 90% response rate respectively. This demonstrates that in these regions local authorities are perhaps being more proactive in their overseeing of lorry parking.

Table 1: Rate of response for different types of authorities

Region	County Council	District Council	Borough	Council	Other	Total
South East	100%	100%	88%	75%	100%	93%
North West	0%	50%	50%	67%	50%	48%
East Midlands	83%	67%	56%	100%	75%	67%
East of England	60%	56%	69%	67%	0%	58%
London			100%		100%	100%
Yorkshire and Humber	100%	71%	50%	50%	50%	59%
South West	100%	100%	88%	67%	75%	90%
West Midlands	100%	100%	69%	50%	60%	79%
North East	50%		43%	0%	100%	50%
Total	78%	81%	67%	63%	68%	75%

Due to there being a number of variations in type of authority, for example Metropolitan Borough Council, Borough Council and London Borough Council, some of these distinctions have been aggregated in the table above. Transport for London have been contacted to provide a London wide view, similarly the Greater Manchester LTP3 team have provided a response for their region. Where responses were not received in the initial round of questionnaires phone calls have been made to ascertain whether or not the council is in a position to provide a response.

Local Authorities have been keen to engage with the lorry parking study, many have seen the need to assess empirically the capacity and utilisation of facilities and combat inappropriate parking in their areas. The consultation has also given us information as to which councils are actively engaged in lorry parking issues and those who are not.

All results from the local authority consultation were used to inform the location and facilities and utilisation surveys. The table below shows the number of sites from each region identified through local authority consultation and sites where local authority consultation confirmed desk based research. The local authority consultation identified 35 additional sites which were incorporated into the total of 447 sites visited.

Table 2: Local identification of sites

Region	Local Authority Consultation (not previously known)	Confirmed by Local Authority Consultation (previously known)
East Midlands	0	10
East of England	5	14
London	0	1
North East	4	9
North West	5	3
South East	12	20
South West	2	21
West Midlands	5	13
Yorkshire and Humber	2	13
Total	35	104

The local authority consultation has also been useful in highlighting areas where inappropriate parking is taking place which is fed into the utilisation survey and driving route planning.

The graphs below show the number of positive responses received to a number of questions included in the consultation questionnaire.

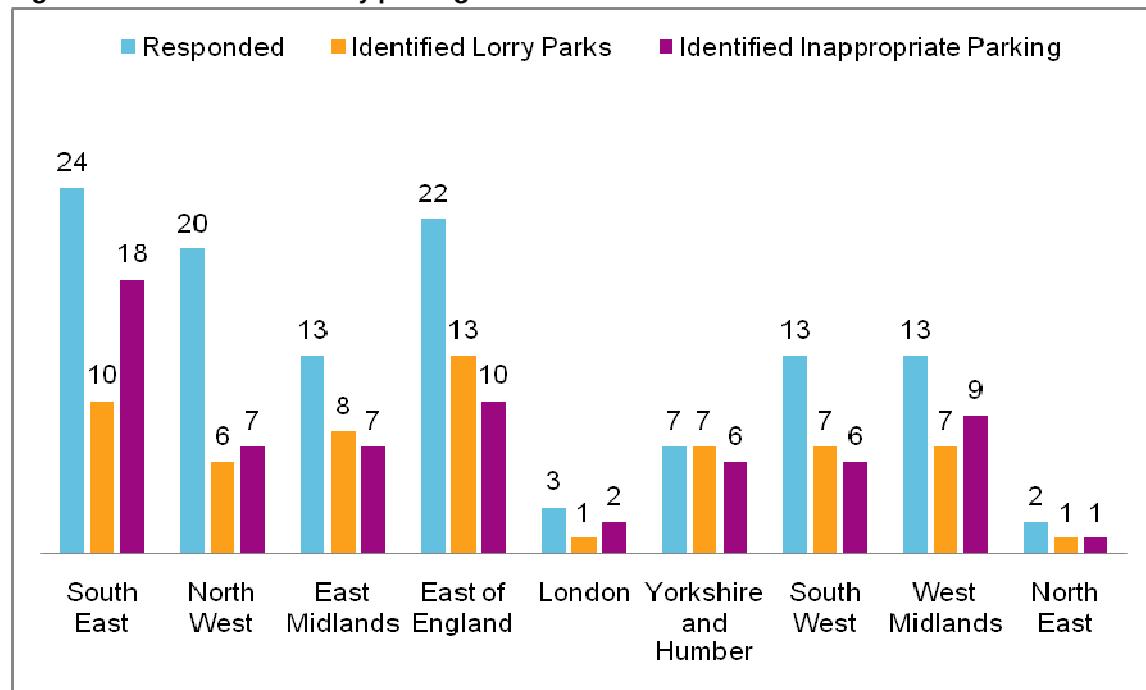
Figure 1: Identification of lorry parking areas

Figure 1 shows the number of councils who identified sites within their authority of either of lorry parking areas or offsite parking. As detailed above these have been used to inform the location and facilities survey and the utilisation survey.

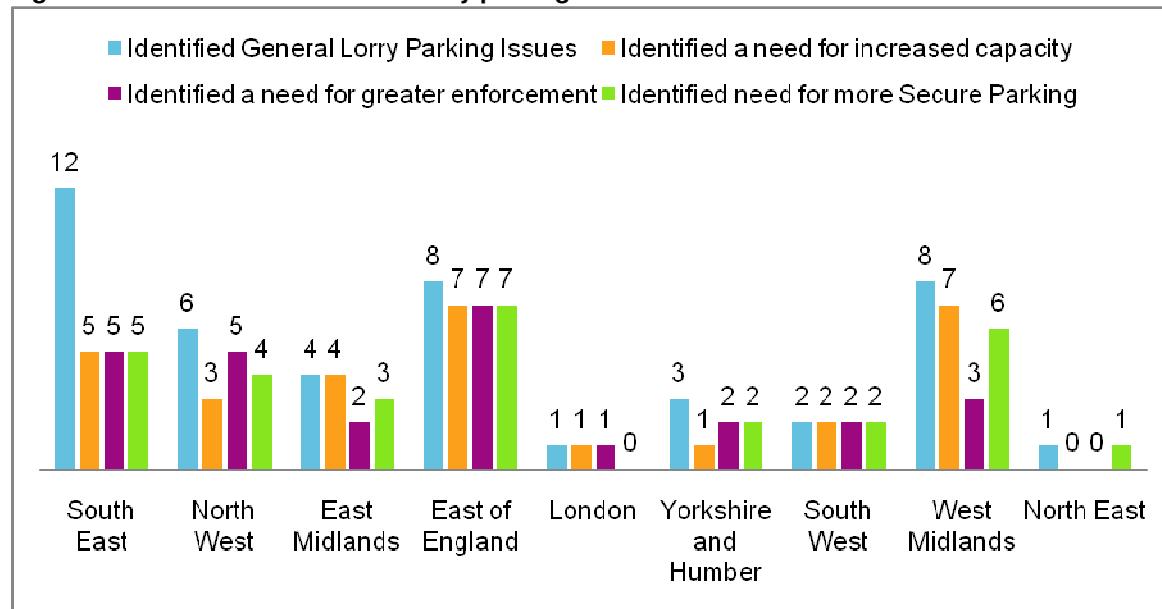
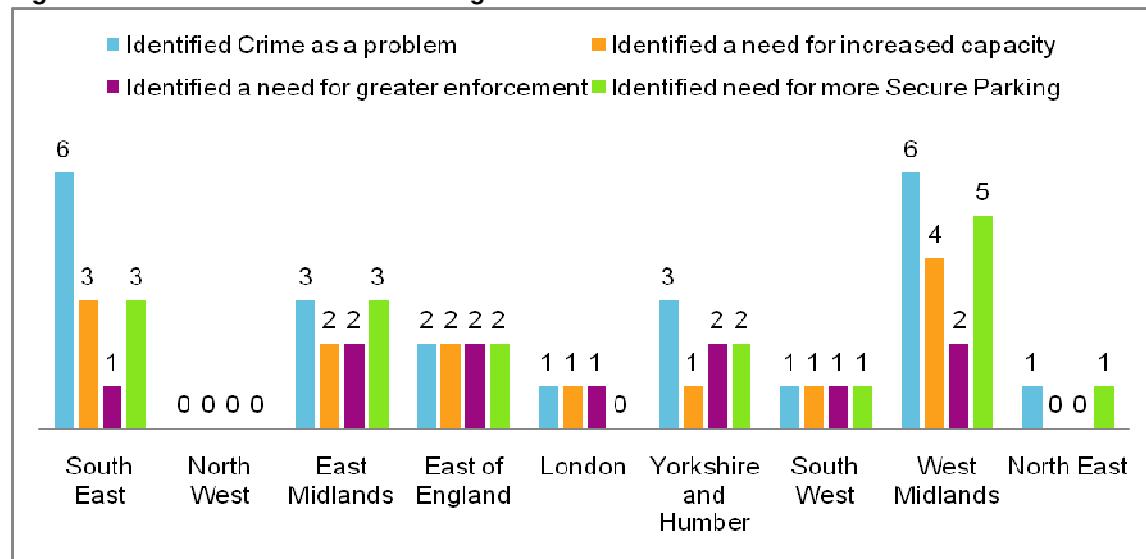
Figure 2: Council which identified lorry parking issues

Figure 3: Councils which identified freight crime issues

Figures 3 and 4 show councils who have highlighted either general lorry parking issues or problems relating to freight crime and of those how many felt there was a need for increased capacity, improvement in the level of enforcement or a need for more secure parking within their authority. The trend, with the exception of the South East is that a high percentage of councils with freight related problems feel there is a need for a targeted and informed approach to tackling issues in their area such as increasing the capacity and improving existing facilities whilst encouraging drivers to use these facilities. A high percentage of councils noted that there was little point in increasing the level of enforcement without appropriate improvement in the facilities being provided.

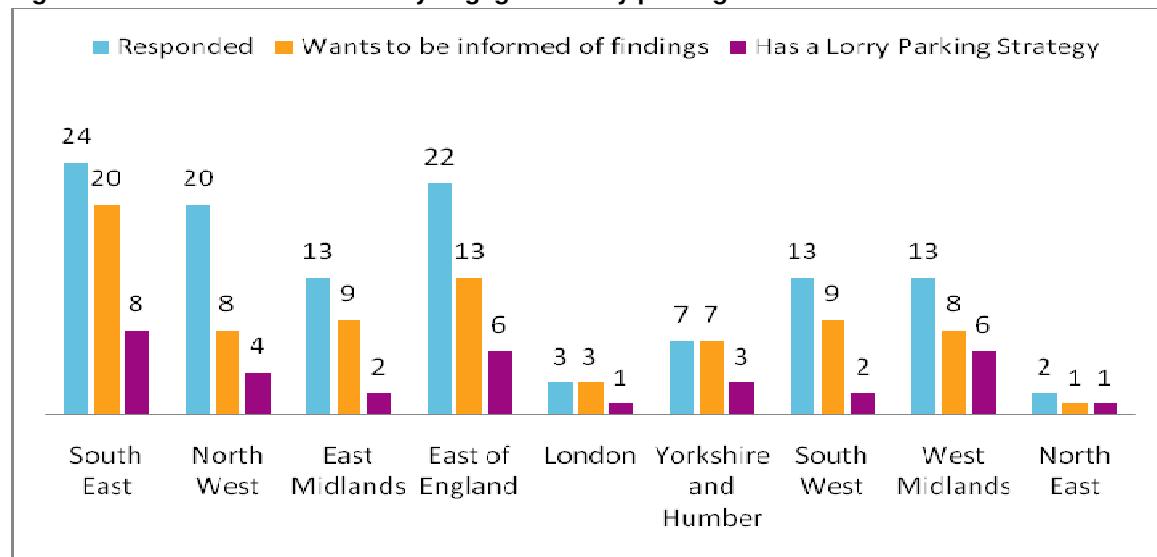
Figure 4: Councils who are actively engaged in lorry parking issues

Figure 4 shows the number of councils with a lorry parking strategy and the number who wish to be informed of the results of the study.

Summary

There are several key themes that can be drawn out from this evaluation. Local authorities with a high level of freight activity have a high response rate which shows that these councils are actively engaged in lorry parking issues. Conducting the local authority consultation has been a key tool in both informing the survey and engaging with local authorities to gauge attitudes and tap into local knowledge within regions. A high number of the councils which have general freight parking and freight crime issues within their authority have highlighted the need for a coherent strategy in combating the issue. Finally, a high percentage of those contacted have requested to see the results of the study which will aid them in making informed decisions about lorry parking in the future.