

Tyne and Wear Driver Rest Facilities Audit

Tyne and Wear LTP Team
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Tyne and Wear Driver Rest Facilities

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1 Introduction

1.1 Background

As part of the Tyne and Wear Freight Action Plan Year 2 (2006/07), Faber Maunsell were commissioned to undertake an audit of lorry parking facilities in the conurbation. The audit has also been identified in the Local Transport Plan 2 (2006-11) as an action to be carried out in the period of the plan. The shortage of lorry parking and the issues associated with it are of national significance. The Department for Transport (DfT) Local Authority Freight Management Guide encourages local authorities to address the issues and progress actions targeted at improving provision. Further information on the need for lorry parking, the types of facility and assessing the requirements is provided in Chapter 2.

1.2 Purpose of the Audit

The purpose of the audit was to provide an up-to-date baseline position in relation to the adequacy of lorry parking provision in Tyne and Wear in order to inform future policy. Importantly, the audit took account of the impact of the closure of the NT Newcastle Truckstop, Birtley in January 2007 and provided a 'before' and 'after' position.

The audit considered the following three types of facility:

- Motorway Service Areas (MSA);
- Independent lorry park; and
- Areas designated by the local authority.

The survey also looked into off-site parking at locations such as lay-bys and industrial estates, which could be considered as inappropriate. Although this was not a core element of the audit, it was considered that it would bring 'added-value' to the report to understand utilisation more comprehensively.

An important aspect of the audit was to interview drivers to ascertain their views on the current facilities and how improvements could be most effectively targeted. The survey involved an assessment of the facilities available at each site, driver interviews and utilisation figures were logged.

1.3 Methodology

A key requirement of the audit was to visit the two formal lorry parks at Moto services, Washington (northbound and southbound) and also the site at the recently closed NT Newcastle truckstop, Birtley. The visits included recording the facilities the site offered to the driver during the day for the statutory 45 minute break, the facilities available during the night and capacity and utilisation across daytime and night time hours. All of the surveys were carried out on Tuesdays, Wednesdays and Thursdays as occupancy of the lorry parks is generally at its highest. Other surveys in this area and our knowledge of the road freight industry has shown that Friday, Saturday, Sunday and Monday nights are the quietest owing to the predominantly five day nature of many long distance road haulage operations.

The site visits recorded the parking capacity and number of lorries parked at each site, from which utilisation rates could easily be derived. At each site the survey staff introduced themselves to the manager, or site supervisor, and explained the purpose for the survey. This also provided an opportunity to obtain additional anecdotal, insider information regarding the nature of the site-specifics. In addition photographs were taken and where possible drivers participated in a brief questionnaire. To capture the differing nature of daytime food, rest and fuelling breaks and overnight stops, each site was surveyed during the daytime between 12:00-17:00, then again at night time between 19:00-24:00 in order to gauge opinion of facility types and further knowledge.

The initial surveys were carried out in November/December 2006. A further utilisation survey was carried out at the Moto Services (Washington) on 7th March 2007 to ascertain the impact in terms of utilisation from the closure of the neighbouring NT Newcastle Truckstop on 23rd January 2007.

It should be noted that any reference to off-site parking relates to sites observed whilst travelling the network. The local authorities were contacted to establish if any of the authorities had any designated parking areas.

1.4

This Report

Following this introduction, the report has been separated into four further chapters:

- Chapter 2 explains the need for lorry parking and looks at the issues associated with inappropriate parking. It also looks at how to assess the lorry parking requirements in an area and the type of facilities required, through to site selection criteria and operational issues.
- Chapter 3 identifies the current provision and utilisation of driver rest facilities in Tyne and Wear, with respect to formal sites.
- Chapter 4 looks at other lorry parking areas such as any sites designated by the local authority, lay-bys and industrial estates.
- Chapter 5 provides a summary of the audit and presents the recommendations.

The driver survey questionnaire is included in Appendix A.

2 Driver Rest Facilities

2.1 Introduction

Over recent years HGV driver rest facilities and lorry parking has become an increasingly prominent issue facing local authorities. There is therefore a need for lorry parking facilities to be reviewed, given their contribution to safety, the economy to communities. The recently published Local Authority Freight Management Guide (produced as part of the Freight Best Practice programme) includes guidance on how to assess the requirements, the criteria to be applied to the selection of potential sites and how local authorities can determine the type of facilities required.

2.2 The Need for Lorry Parking

Areas for goods vehicles to stop and park up when away from base are essential in contributing to freight operators as well being places for drivers to refresh themselves and maintain their vehicles. Driver rest facilities and lorry parking provide an important support service to road freight, particularly for freight companies based outside the region. Lorry drivers are required to take both daily driving breaks and overnight rest by the European Union Driver Hours Directive 3820/85. In addition to the health, safety and welfare of drivers, inadequate lorry parking provision can have an adverse impact upon other road users, and poor security can put cargo at risk. Over recent years lorry park sites have been under pressure from urban development often become isolated from food and other facilities needed by visiting drivers.

2.3 Wider Benefits

When well designed and strategically located lorry parks can play a significant role in reducing the mileage run by visiting lorries, promoting driver wellbeing, helping with efficient deliveries and minimising disruption to communities. It preferable for lorries to be parked at a managed site that offers safe entry and encourages goods vehicles to park in a formal and well designed location, rather than in roadside lay-bys or on or adjacent to minor roads. Such facilities also provide drivers with food and proper rest facilities which help compliance with drivers' hours regulations, and also contributes towards road safety.

2.4 Inappropriate Parking

Lorries parking in some locations can often cause significant problems, including those to residents generated by inconsiderate parking, increased noise disturbance and risk of crime. Types of inappropriate parking can be categorised as follows:

Lay-by - this generally has little or no facilities but is an area to park off the road.

Retail car parks – such sites in particular supermarket car parks are becoming popular with lorry drivers. In the case of 24 hour supermarkets, drivers can access facilities all night. The suitability of these sites is questionable, with potential conflict between car and lorry drivers.

Industrial estates - in a similar vain to parking at customer premises, drivers may park, unauthorised, on industrial estates. Closeness to destination, the location of customer premises and a lack of other facilities often causes drivers to park on industrial estates.

2.5 Assessing the Requirements

In order to identify what facilities are required, the Local Authority Freight Management guide suggests that a two fold approach can be adopted. Firstly, an audit of drivers parked at a range of locations (both authorised and unauthorised) should be undertaken in order to review the demand and supply of lorry parking. This can also incorporate driver interviews in order to provide a sound understanding from the users perspective. The interviews could usefully examine the following:

- Origins and destinations of freight traffic in the area;
- How often they visit the area;

- Why they chose to park at their current location; and
- If they are aware of other parking sites in the area, and if so, why they may not use them (particularly useful for unauthorised parking).

Secondly, a wider consultation with the Freight Transport Association (FTA) and Road Haulage Association (RHA) and the FQP will also provide a strategic input.

It is important to understand the decision making process of a driver in deciding where to stop. For the most part, daily driving breaks will be guided by proximity to route, access to good quality and good value food. Short stay parking in either lay-bys or more formal facilities is normally free of charge. For overnight rest the process is more complex - parking at formal facilities can be prompted by:

- Vehicle insurance requirement for secure overnight parking;
- Company instruction with regard to secure or formal parking locations;
- Reimbursement of receipted expenses; and
- Wish to socialise, access to good food and toilet/shower facilities.

2.6

Types of Facility

There are drivers not willing or able to pay for high quality facilities and therefore seek more basic and lower cost options. In order to meet the likely various needs and prevent inappropriate parking it is often necessary to develop several different types of facility. The different types of facilities can be categorised in the following three ways.

Basic

- Free or very low price, park on lay-by, industrial estate or rough ground, with no security;
- May or may not have toilet block and/or caravan selling hot food; and
- There would be no other facilities provided; drivers would have most of what they need in the cab.

Intermediate

- Site with toilet block and shower facilities;
- A café selling “good value for money” meals;
- There would be some facilities for entertainment, possibly a shop, TV lounge; and
- The parking area would normally be lit and reasonably surfaced but may not have many security measures.

Premium

- Good facilities particularly geared to companies wanting vehicles parked at approved, secure places;
- Lighting, CCTV, security patrols, site barrier and perimeter fencing are all important; and
- The meals and driver facilities would be of reasonable quality.

2.7

Site Selection Criteria

A generalisation can be made that many local authorities are unable to identify agreed sites and this is further exasperated by the lack of available funding. Many authorities have also sold or allowed a change of use of authority owned land previously used for lorry parking. Where an authority is intending to take such action consideration should be given to how the parking capacity lost can be replaced.

It is recommended that the following should be considered:

- Availability of location;
- Proximity to area of demand;
- Proximity to the strategic road network, and substantial volumes of traffic;
- Good access and egress between the site and the adjacent road network, and to the strategic road network;
- Sufficient available area for parking and development of facilities;
- Available space for expansion (should demand increase);
- Capable of providing or in the vicinity of appropriate basic facilities;
- Sufficient immediate separation from other land uses (such as residential); and
- Consistency with land use policy (e.g. Unitary Development Plans).

2.8 **Operation of Lorry Parks**

Basic parking provision requires little in terms of operational requirements and only a basic level of maintenance is needed. It is important to monitor the level of use of basic sites on an on-going basis. Environmental and even social problems can occur on lay-by's, industrial estates and vacant land used intensively for overnight parking. It is necessary to work in partnership with traffic enforcers and Police to address these problems. Simple steps like ensuring that basic sites are well lit and have bins may increase day to day maintenance costs, but can help control problems that often occur at these types of areas.

The intermediate and premium facility lorry parks would typically be run by private sector partners, but local authorities can help with the promotion and marketing of such facilities. Promotion of sites by investing in clear and comprehensive signage can be useful. Some sites can struggle to generate business simply because drivers do not know where they are. This is particularly the case for foreign drivers and UK drivers on long distance work.

2.9 **Actions**

The Local Authority Freight Management Guide recommends that the following actions should be taken in order to assist in the delivery of effective driver rest facilities and lorry parking.

- Review the demand for lorry parking facilities with respect to supply;
- Assess lorry parking facility requirements (through driver interviews);
- If additional parking is required, begin site selection process against criteria and seek private sector interest;
- Work in partnership to address the social and environmental problems at basic sites; and
- Assist in the promotion of the facilities on offer at the higher quality lorry parks.

As part of this audit the first two actions identified above have been carried out. This information has now been considered and is informing the discussions being held with other partners with the objective of increasing the supply of lorry parking in Tyne and Wear.

3 Formal Lorry Parks

3.1 Introduction

When the audit commenced in late 2006 the Moto Motorway Service Area (MSA) and the independent NT Newcastle truckstop were the only formal lorry parks in Tyne and Wear. The audit therefore carried out a review of the facilities and utilisation of these sites. As explained in Chapter 1, the NT Newcastle truckstop closed in January 2007 – the audit therefore took this into account, including a before and after survey, as well as considering the impacts of the closure.

3.2 Moto Services (Washington)

In Tyne and Wear the A1(M) is the only section of motorway in the conurbation and runs a distance of 8.5 km. The motorway facilities are provided by Moto Services (Washington), which is located on the A1(M) between Junctions 64 and 65. There are separate sites on the north and southbound carriageways. The sites have a total of 69 spaces (39 northbound and 30 southbound). There are security patrols on the site, but the site cannot be considered fully secure as there are no fences to prevent unauthorised access to the site.

The site is open 24 hours and offers the following facilities:

- Toilets;
- Shop;
- Restaurant (24 hour);
- Lounge;
- Telephones;
- TV;
- Cash machines;
- Security patrols;
- For overnight stops the driver receives a £6.00 meal voucher with each overnight parking permit purchased for £12.00.
- Parking only permits (excluding meal voucher) are also available at £10.00; and
- A £1.00 food voucher is available with every 100 litres of diesel purchased, redeemable in the restaurant.

Whilst it is apparent that there are some facilities available, these are not up to the standard of the 'Truckers Lounges', which Moto are introducing nationally. These facilities have TV's and comfortable soft seating – some also offer pool tables or darts and have vending machines. All are inside the amenity building, close to shops and restaurants.

In the northbound section (see Photograph 1) there are 39 spaces available for HGV transport. At the time of the survey carried out prior to the closure of the NT Newcastle Truckstop the utilisation during the daytime period was 28 vehicles (72% full) - these drivers will have been taking their 45 minutes statutory break. Overnight there were 19 vehicles (49% full) parked – only a small percentage of whom may have been on their statutory break of 45 minutes.

Photograph 1 - Washington Services (Northbound)

On the southbound carriageway, there are 30 spaces available for HGV transport. At the time of the survey carried out prior to the closure of the NT Newcastle Truckstop the utilisation during the daytime period was 15 vehicles (50%). This would largely comprise of drivers taking their 45 minutes statutory break. Overnight there were 23 vehicles parked, which represents a utilisation of 77%. A small percentage may have been on their statutory break.

Photograph 2- Washington Services (Southbound)

The overall utilisation (northbound and southbound) equated to 62% in the daytime and 61% at night.

As explained in the previous chapter, an additional survey (including day and nighttime visits) was carried out at Moto Washington services on 7th March to ascertain the impact of the closure of the NT Newcastle truckstop. This showed that the overall daytime utilisation (northbound and southbound) decreased from 62% in the original survey to 32% in the March survey (see Table 1). However, the survey showed a marked increase in the nighttime utilisation from 61% (in the survey carried out prior to closure) to 90% in the post closure survey.

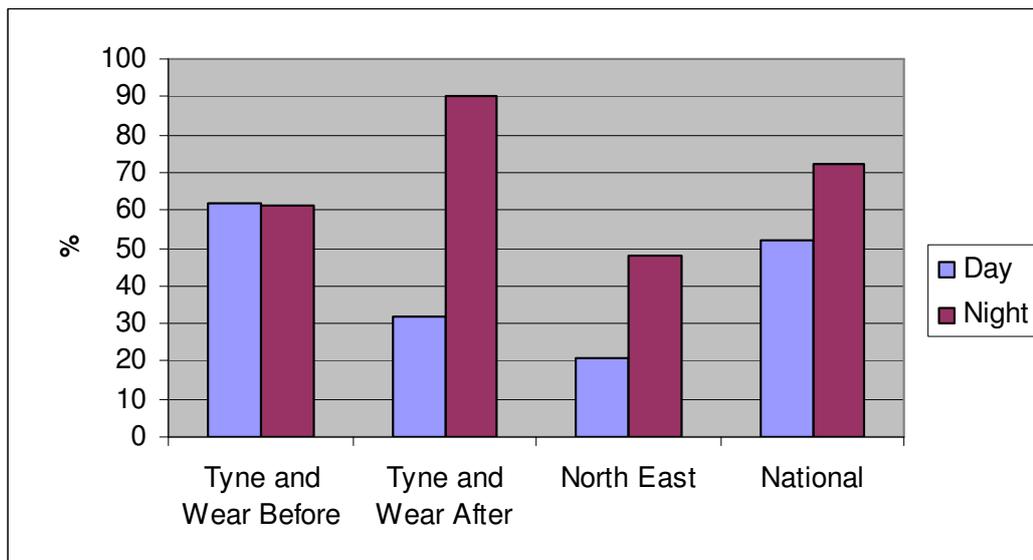
As this is just a point in time survey, discussions were held with the night time parking officer to discuss utilisation levels. The officer reported that there has been a significant increase in the nighttime utilisation since the closure of the NT Newcastle truckstop and that the services were operating close to capacity most nights during the week. However, the officer stressed that no vehicles have been turned away to date owing to a lack of capacity.

Table 1 – Moto Services Washington – Utilisation (pre and post closure and NT Newcastle)

Direction	Pre Closure		Post Closure	
	Day	Night	Day	Night
Northbound (capacity 39 spaces)	28 (72%)	19 (49%)	7 (18%)	36 (92%)
Southbound (capacity 30 spaces)	15 (50%)	23 (77%)	15 (50%)	26 (87%)
Totals	43 (62%)	42 (61%)	22 (32%)	62 (90%)

Figure 1 presents a comparison of the utilisation of Motorway Service Areas (MSA's) at a local (Tyne and Wear) regional (North East) and national level. It should be noted that Moto, Washington is the only MSA in the North East. The regional and national figures were derived from a national lorry park audit undertaken by Faber Maunsell for the Highways Agency earlier in 2006. The figure includes utilisation levels before and after the closure of the NT Newcastle truckstop. From this it is apparent that utilisation levels in Tyne and Wear are higher than the average for the north east as a whole. It is also clear that the nighttime utilisation levels for Tyne and Wear now exceed the average national utilisation level of 72%.

Figure 1 – MSA Utilisation – Local, Regional and National (before and after closure of NT Newcastle)

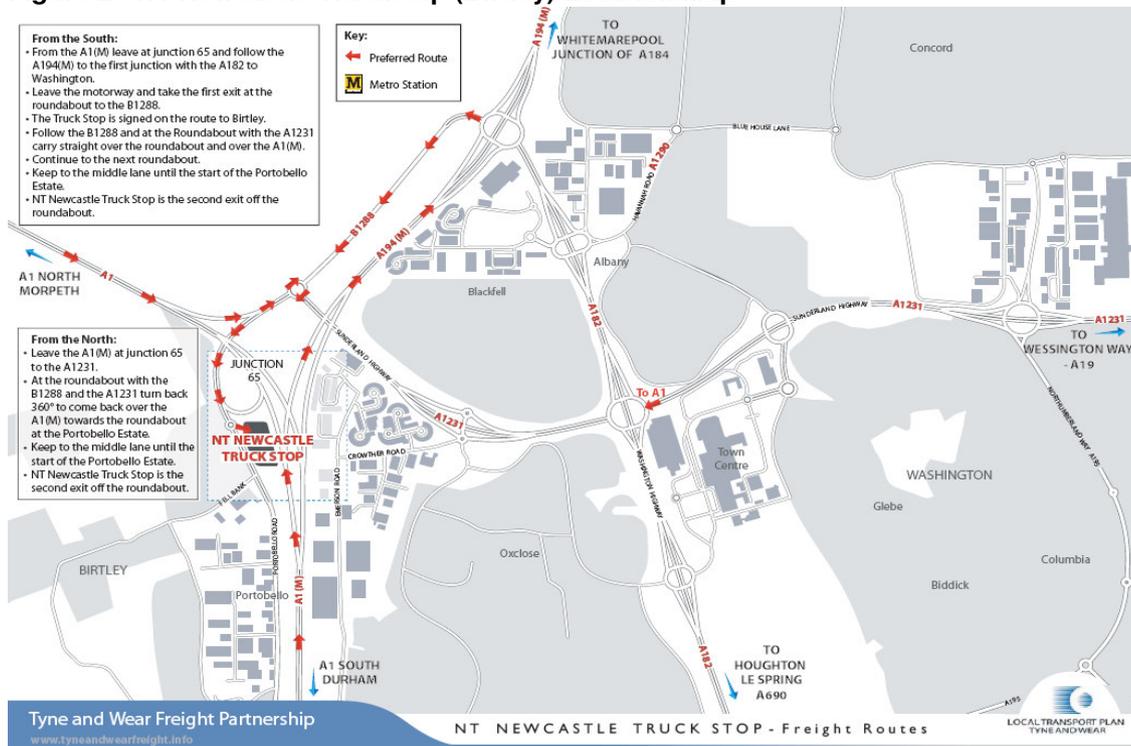


3.3

NT Newcastle Truckstop (Birtley)

NT Newcastle truckstop (see Photograph 1) was locally known as Birtley truckstop and provided the only independent formal facility in Tyne and Wear. It was located off the A1(M) at Junction 65 and could be accessed from the A194 (M) on Portobello Road. Figure 2 shows the preferred route to the site – this map was developed as part of the Tyne and Wear Freight Action Plan for Year 2 (2006/07).

Figure 2 - NT Newcastle Truckstop (Birtley) Location Map



With approximately 230 spaces and comprehensive facilities, the truckstop was a key facility for drivers in Tyne and Wear. The truckstop offered the following facilities:

- High-tech electronic security parking with CCTV surveillance;
- Perimeter electric fencing and road blockers;
- ANPR vehicle recognition cameras and security patrol;
- High speed diesel and gas oil pumps;
- Approximately 230 truck spaces;
- Shower facilities;
- Bar and television lounge;
- Large screen TV and Sky channels;
- Shops with a wide range of truck accessories;
- Bed and breakfast;
- Meeting facilities; and
- Restaurant and cash point.

Photograph 1 - Entrance to NT Newcastle Truckstop (Birtley)



The facility also had a trailer change over area and a separate refrigerated load area. It was open 24 hours and 7 days a week for vehicle parking. The café opening times were Monday to Friday 05.00hrs to 23.00hrs, Saturday 06.00hrs to 12.00hrs (noon) – it was closed on Sunday. A lounge bar was provided TV with Sky channels. The site (see Photograph 2) was secured with a perimeter fence and a barrier at the entrance to the parking area. It was floodlit and had a CCTV system in operation. There was 24 hour security with regular patrols. The facility also had a well stocked shop. Male and female toilets and shower facilities were also provided. The price of parking was £10.00 and meal tokens could be purchased for £3.00. Accommodation was provided for £14.99 a night for the driver without sleeping facilities in the cab.

Photograph 2 - Parking Area at the NT Newcastle Truckstop (Birtley)



A Nature of Freight Study for Tyne and Wear was carried out in 2004 to understand the reason drivers choose specific sites to park. At this time utilisation during the day was 16 vehicles (7%), whereas overnight the utilisation was 92 vehicles (40%).

By early 2007 utilisation levels had decreased significantly. In January (a week before closure) there were four vehicles parked during the day, which equated to a utilisation of just 2%. Importantly, overnight occupancy was just 58 vehicles (25%). Discussions with the management of the truckstop confirmed that utilisation levels had indeed dropped to approximately 50 vehicles per night. This was well below the requirement to make the operation viable and profitable as the business rates for the 13 acre site are £50,000 per quarter.

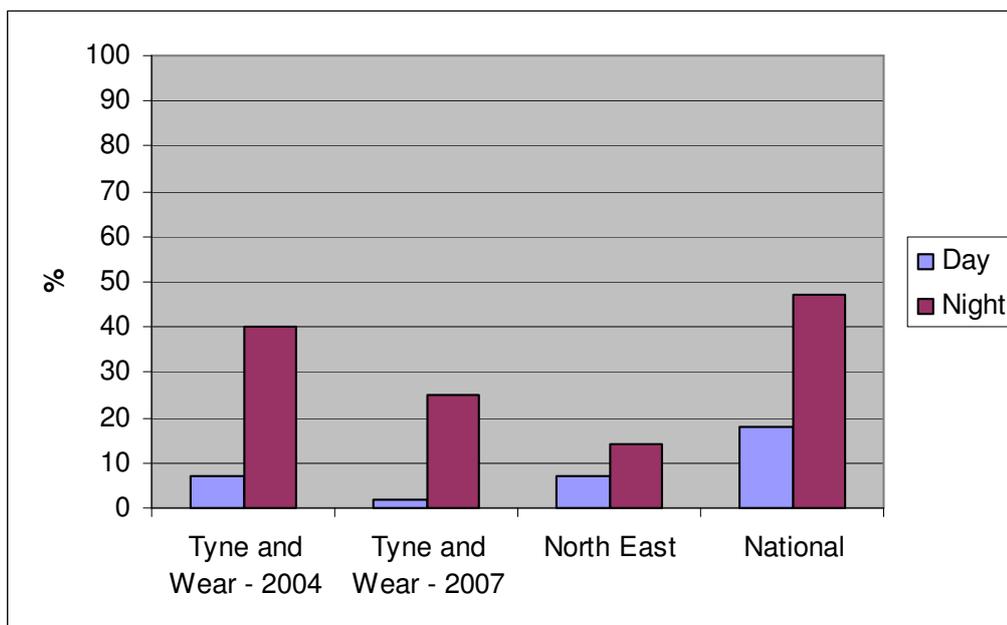
Access to the site was circuitous – in order to address this one option considered was the provision of a slip-road to/from the A1(M) – this would provide direct access to the site. Whilst this could assist in facilitating the viability of the truckstop, the direct connection would mean that the truckstop would be unable to serve alcohol.

Prior to the closure of the truckstop, Simpson Bros, a haulage company located in Birtley, met with NT Newcastle truckstop management and offered to explore the possibility of allowing parking over the weekend in their depot. Talks are currently on-going with Simpson Bros, the Tyne and Wear LTP team and Durham County Council to discuss the possibility of providing lorry parking at the site.

Discussions with Moto services revealed that some drivers were still following the signs for the NT Newcastle truckstop - this has proved a problem because drivers turn into the facility but are then obstructed by concrete blocks preventing access. It is therefore important that the signs are removed as soon as possible.

Figure 3 compares the utilisation of the NT Newcastle tuckstop (the only independent facility in Tyne and Wear) in 2004 and 2007, with the average utilisation levels across the north east region and nationally. The regional and national figures were derived from the national audit of lorry parks carried out by Faber Maunsell on behalf of the Highways Agency earlier in 2006. It is apparent that although the utilisation levels at the NT Newcastle truckstop were higher than the average for the north east as a whole, utilisation is significantly lower than the national average levels. The figure shows that the average national utilisation levels are 18% during the day and 47% at night.

Figure 3 – Utilisation of Independent Truckstops



3.4

Driver Surveys

The 2004 Nature of Freight study included 11 driver interviews at the NT Newcastle truckstop. This confirmed that drivers considered there to be a lack of facilities in the area where you can park in a secure area, and have quality food and a shower. It was considered that there was a particular need for facilities to the north of Newcastle. The 2004 survey did not include the Moto services at Washington, although drivers were asked about the facilities at this location. It was considered that the facilities at Moto were less good and that the food was overpriced.

As part of this audit, 12 driver surveys were carried out at the NT Newcastle truckstop in January 2007, just prior to the closure of the facility (see Appendix A for survey form). The survey was important to ascertaining the impact of the closure of the facility and establishing where drivers would park.

The survey showed that secure parking was a priority for 83% and 17% believed that it depended on the load and driving hours. The importance of appropriate security, good lighting, CCTV and a security patrol were highlighted – these facilities were all provided at NT Newcastle.

All the drivers were complimentary about the facilities that were offered by the truckstop and 75% stated that they preferred to use independent truckstop, as opposed to MSA's. The remaining 25% stated no preference. Private shower facilities away from the general public were valued, along with the bar facilities. 50% of the drivers considered the cost of parking to be an issue, as not all were able to recoup the costs through expenses.

Importantly, drivers were asked where would they park in the future, given the imminent closure of the truckstop? The results were as follows:

- 59% did not know where they would park, although 28% of those interviewed did not know the area;
- 17% would go to Moto services;

- 16% said they would park somewhere near Scotch Corner, possibly Barton Truck Stop just off the A1; and
- 8% were going to park somewhere off site because they did not like the Moto services.

All the drivers said that there is a need for another truckstop to be located in the area and this should be:

- North of Newcastle to attract drivers using the A19 and the A1; and
- On the A1231 in Washington - this would allow drivers from both the A19 and the A1(M) to access it easily and is not far from the trunk roads.

Three Interviews were also carried out with drivers at the Moto services, Washington. All of the drivers stated that they would have preferred to stop at an independent facility, but chose the Moto services for reasons of convenience. The cost of the parking was not considered to be a problem as the money could be claimed back through expenses. There were mixed views regarding the facilities available – the food was considered to be good, but the lounge area was thought to be sub-standard. Smoking was highlighted as a particular issue – this should be resolved with the ban of smoking in public places, which is to come into force later in 2007. In addition, although the parking area has an attendant, it was highlighted that the security of the loads can be open to crime as the area is accessible to the general public.

4 Other Lorry Parking Areas

4.1 **Parking Areas identified by the Local Authority**

Relevant contacts at the five local authorities in Tyne and Wear were approached to ascertain whether there were any parking areas HGVs are authorised to use at nighttime. Within the region of Tyne and Wear there are three ports, which were also consulted as part of the process in identifying parking areas.

4.1.1 *North Tyneside*

North Tyneside currently have no designated sites within the area. The last parking area was in the car park of a supermarket in Whitley Bay, but this has been closed for HGV overnight parking for a number of years. The site was very popular overnight parking when it was permitted.

There have been no major problems reported in the area, however, it is acknowledged that vehicles park overnight in some of the industrial estates, and in lay-bys on the A19. There have been reports of vehicles parking on the sea front, however this is not a regular occurrence and therefore not deemed an ongoing problem.

With respect to the Port of Tyne (North Shields), parking in the terminal compound is not allowed overnight. Any overnight parking is only authorised in the short stay car parking area if the driver disembarking the ferry has run out of time, or if the driver is waiting for the next ferry.

4.1.2 *Sunderland*

Sunderland City Council identified a number of sites that could be classed as rest areas, although there are little or no facilities. It should be noted that these are not designated sites - the local authority are aware that the vehicles park at night and tolerate this as they do not pose any hazard to the area. The following sites were identified:

- Harbour View;
- Whitburn Road at Seaburn;
- Car park behind the Seaburn Centre; and
- Car park at Marine Walk.

There are also the car parks at the Galleries at Washington but technically it is private land. With respect to the Port of Sunderland, parking is allowed in some areas. This is authorised by the security at the port entrance, who take each request on its own merit. Issues associated with off site parking at the Nissan plant are discussed in section 4.2.

4.1.3 *Gateshead*

The local authority do not have any designated sites, but are aware of vehicles parking in industrial estates around the area. However, this is generally not considered to be problematic and the authority are flexible to this type of parking. There have been occasions when vehicles have been reported to be parking in residential areas. These reported incidents are investigated and actioned. Incidents have been actioned by issuing warnings to the driver and the company. This had had the effect of reducing HGV parking in residential areas.

4.1.4 *South Tyneside*

Again, there are no local authority designated sites in South Tyneside. The local authority identified a problem where transit vans were parking along the area of Lowe Top in South Shields. Action was taken by reporting the companies to the DfT and imposing fines to the companies involved.

There have been minimal complaints from residents about the inappropriate parking of HGV vehicles in residential areas around the South Tyneside area. Simonside industrial estate on the A194 is managed by the council and some HGVs park there, but there have been no complaints with respect to parking. Another parking area is Bede industrial estate, which is managed by Whittle Jones – again there has been no notification to the council of any problems in the area.

With respect to the Port of Tyne (South Shields), there are no spaces available within the port allocated for overnight parking. Vehicles must leave the area if they need to park overnight.

4.1.5

Newcastle

Newcastle City Council operate an inner and outer zone with different resources administering the zones. From discussions with the City Council, there appears to be few problems in central areas of Newcastle as there are few places to park.

The City Council stated that in the outer area vehicles park adjacent to Spillers Factory, near the Ouseburn in the Low Walker area, however this is temporary parking. Another identified parking area is the industrial estate around Newburn Haugh (west of the city centre). Again this is not considered to be a problem.

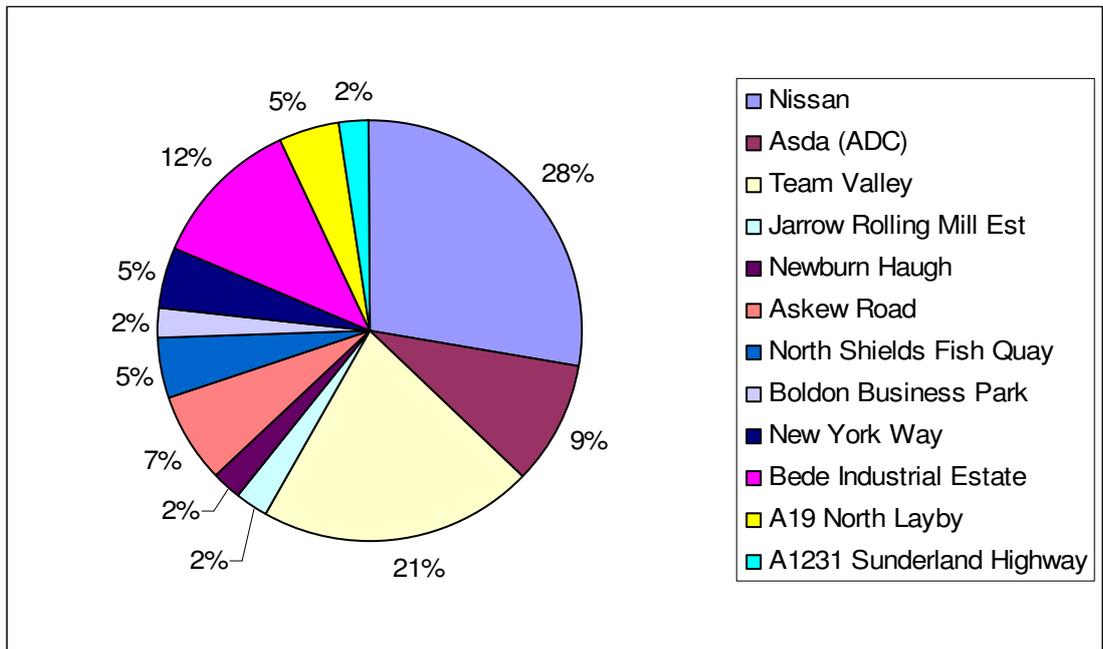
4.2

Off Site Parking (Surveyed)

The local authorities were also asked to identify key off site parking areas, irrespective of whether vehicles are permitted to park there. This includes areas such as lay-bys, industrial estates and residential areas. Parking in these areas incurs no cost to the driver, but there can be a range of negative impacts. For example, industrial estates can be relatively secure, particularly if located away from residential areas, but it is less appropriate relative to official or designated facilities. For example, there are no driver facilities, which can have impacts on the cleanliness of the area with litter being where vehicles have parked.

Following consultation with the local authorities, a nighttime survey was carried out looking at the identified sites. A total of 43 vehicles were observed in the course of the survey – the numbers of vehicles parked at each site as a proportion of the total is shown in Figure 4.

Figure 4 - Off Site Vehicle Parking



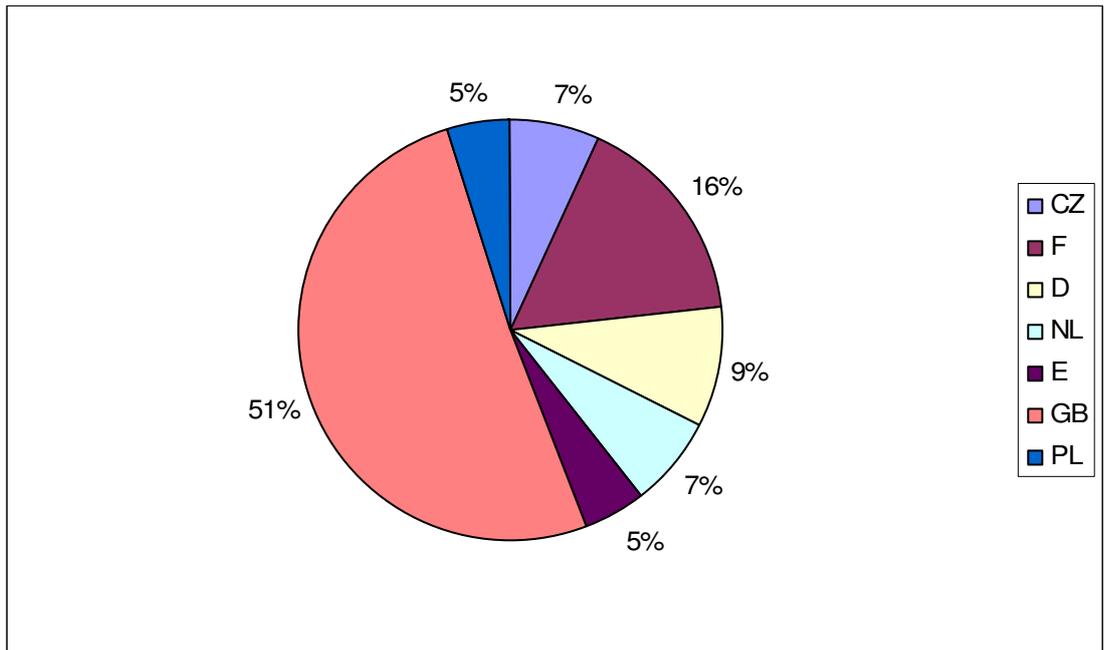
The highest number of vehicles were therefore parked around the Nissan car plant (28% of the total observed). The majority of these vehicles are parked on Cherry Blossom Way and a high proportion (83%) are international. This has generated a number of problems for the local authority (Sunderland City Council). Nissan operate a 'just in time' system in terms of deliveries. The storage of materials is only permitted for a very short time and it is therefore imperative that goods are delivered as certain times. This results in HGVs arriving early at the destination, which requires them to wait outside the plant. As the road is single carriageway with waiting restrictions vehicles park half on the kerb to allow the traffic to pass. Restrictions are difficult to enforce as the foreign drivers do not adhere to the waiting restrictions and the fines are never paid.

Vehicles parked on Team Valley comprised 21% of the total vehicles found offsite. The roads on the industrial estate are wide and the parked vehicles do not cause problems.

Bede Industrial Estate had the next highest volume of parked vehicles (12%). These were found at the entrance to estate opposite the Port of Tyne West Slake entrance. Given that the Port of Tyne do not permit any overnight parking, it is presumed that these vehicles were delivering to the port. Of the vehicles parked overnight 60% were internationally registered.

As can be seen from (Figure 5) the vehicles observed parked offsite comprised an even split of international vehicles (49%) and United Kingdom registered vehicles (51%). The data shows that of the foreign vehicles, the highest proportion were French (16% of all nationalities), followed by German (9%), Czech Republic and the Netherlands (both 7%),

Figure 5 - Nationality of Vehicles Parked Off Site



5 Summary and Recommendations

5.1 Summary

5.1.1

Formal Lorry Parks

- When the audit commenced there were two formal lorry parks in Tyne and Wear (Moto Services at Washington and the NT Newcastle truckstop at Birtley).
- Following the closure of the NT Newcastle truckstop, (which provided 230 spaces) in January 2007, the Moto Services at Washington (69 spaces) is now the only formal lorry parking facility in Tyne and Wear.
- Prior to the closure of the NT Newcastle site, the survey showed the nighttime utilisation of the Moto site to be 49% in the northbound direction and 77% southbound, representing an overall utilisation of 61%.
- Following the closure of the NT Newcastle site, the utilisation of the Moto services increased to 92% northbound and 87% southbound, representing an overall utilisation of 90%.
- The current utilisation of the Moto site is significantly higher than the national average utilisation for MSA's of 72%.
- The Moto services provides reasonable facilities for drivers, but despite security patrols the site is not fully secure and is susceptible to crime.
- The NT Newcastle truckstop provided a high quality secure site with a range of facilities.
- Utilisation of the NT Newcastle site had dropped from approximately 40% in 2004 to 25% prior to closure – this low utilisation was not sufficiently high to maintain a commercial operation.
- High business rates for the site were a significant factor in the NT Newcastle site not being sustainable.
- Drivers were interviewed at the NT Newcastle site just prior to closure – 59% stated that they did not know where they would park after the closure of the facility, 17% stated that they would go to Moto services and 8% intended to park off site.
- Drivers validated concerns regarding the lack of lorry parking facilities in Tyne and Wear.
- Discussions are ongoing regarding the possibility of the Simpson Bros site providing space for lorry parking.
- Signage to the NT Newcastle site needs removing.

5.1.2

Other Lorry Parking Areas

- Some reported incidents in Gateshead relating to HGV parking in residential areas.
- South Tyneside reported incidents relating to transit vans parking at Lowe Top (South Shields).
- The highest number of vehicles parked off site were observed near the Nissan car plant (28% of all vehicles observed).
- Other popular locations for off-site parking included Team Valley and Bede industrial estate.
- There are issues with vehicles parking illegally around the Nissan plant (Cherry Blossom Way) – fines are imposed but not collected owing to the high proportion of foreign vehicles.
- 49% of all vehicles parked off site were foreign – French vehicles comprised the highest proportion of these.

5.2 Recommendations

Following the closure of the NT Newcastle Truckstop in late January 2007, it is clear from this audit that there is a severe shortage of lorry parking facilities in Tyne and Wear. The facility was an important and popular truckstop, providing good facilities for lorry drivers entering the area. Washington services now provides the only formal lorry parking facility in the conurbation.

Given the shortage of facilities, it is proposed that work is carried out during 2007/08 to assist in the process of securing new facilities in the area. To this end, a meeting with Durham County Council was held in February to discuss the potential for providing lorry parking facilities close

to the Tyne and Wear boundary. As part of this task it is suggested that further discussions and meetings should be held with the respective local authorities and potential service providers to facilitate progression of new facilities.

In addition, it is recommended that a pilot scheme should be researched and developed to allow companies to trade or sell the secure parking facilities they have already own. The pilot would require research into companies willing to enter into reciprocal arrangement, including contact with Tyne and Wear Partnership subscribers, the Transport Association, FTA and RHA. In order to ensure a critical mass for the trial a substantial amount of effort would have to be expended in communicating with and selling the benefits of such a scheme. The website would be amended to act as a platform for this communication. Success can be judged on the number of spaces being made available for trading and indeed on the take up. The topic would also be raised with DfT freight policy division as it clearly has significant potential nationally.

It is proposed that the identified tasks above should be carried out as part of the Tyne and Wear Freight Action Plan for year 3. As alluded to in the report, a final recommendation is to remove the signing to the former NT Newcastle truckstop site from the Highways Agency network. Staff at the Moto services have identified this as being an issue for drivers not familiar to the area.

Appendix A- Driver Questionnaire

Tyne and Wear Truckstop Questionnaire	
Site	
Time (Day)	
No of spaces (capacity)	
No of spaces occupied (utilisation)	
Do you usually use secure parking?	
What do you think of the facilities?	
Is the expense an issue?	
Do you prefer MSAs or Independent Lorry Parks?	
Where will you park if the site is full	
Comments from site drivers	