

REGIONAL TRANSPORT FORUM – 21st June 2013

COMMERCIAL VEHICLE PARKING IN THE EAST OF ENGLAND

Report by: David Bell
 Chair of East of England Freight Quality Partnership (EEFQP)

Commercial Vehicle Parking in the East of England

Introduction.

In 2011 Aecom, acting as consultants to the Department for Transport (DfT) produced a report studying lorry parking in the UK. One of the conclusions in that report was that in the South East of the UK, and particularly in the East of England, the demand for facilities evidenced by the use of lay-bys and on road parking by drivers to take their rest and legal breaks was disproportionately high at 615 ‘excess vehicles’ per night on the network.

Table 1 below from the executive summary of the Aecom report presents a national overview and shows that the primary pressure occurs in the South East of the UK.

Region	Capacity	Parked vehicles				Excess vehicles	Total number of crimes
		On-site	On-site utilisation	Industrial estates	Lay-bys		
East Midlands	2,034	1,130	56%	171	656	-77	314
Eastern	1,471	1,175	80%	144	767	615	345
London	298	135	45%	0	16	-147	146
North East	310	156	50%	127	119	92	38
North West	2,213	1,228	55%	480	276	-229	278
South East	1,992	1,415	71%	228	939	590	348
South West	1,105	512	46%	178	310	-105	97
West Midlands	2,172	1,547	71%	263	483	121	252
Yorkshire and Humber	1,578	734	47%	145	374	-325	520
England	13,173	8,032	61%	1,736	3,940	535	2,338

Table 1: National overview of results

The growth in consumer demand and the increased volumes of imports and exports through ports and airports in the South East of the UK over a number of years has changed distribution patterns and with portcentric activity increasing this will continue.

Whatever the reason for the high demand for commercial vehicle parking, solutions are not yet well understood. Criminal activity involving thefts of vehicles and thefts from vehicles is also high.

Figure 1 below provides a breakdown of what parking opportunities were observed and taken by drivers set against estimated regional capacity.

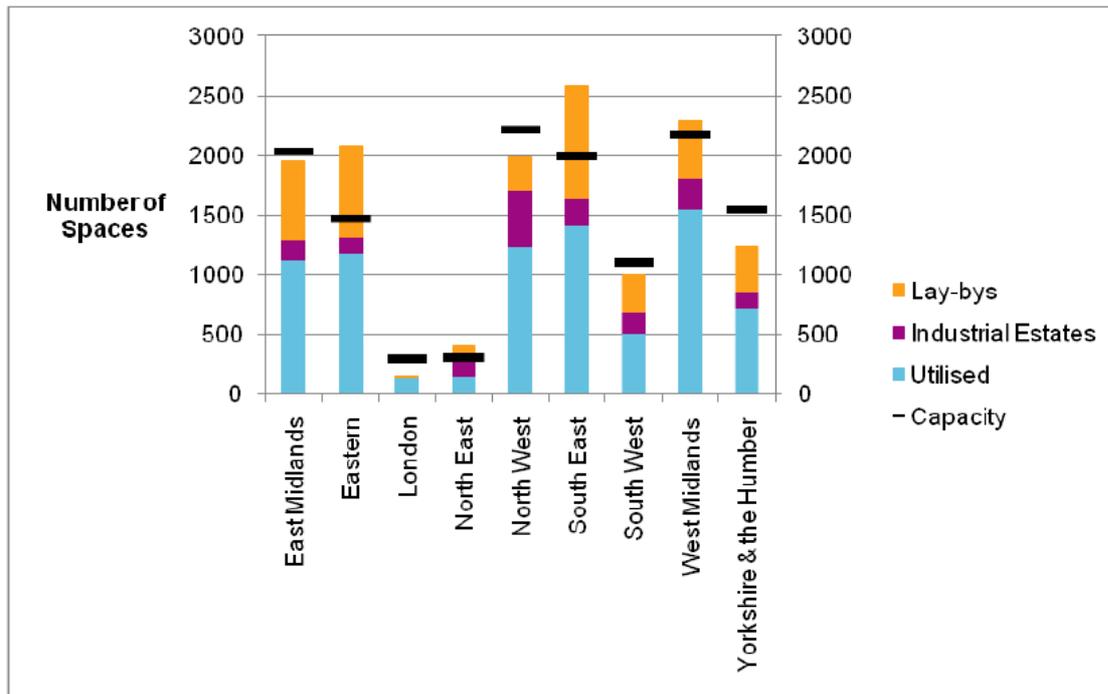


Figure 1: Number of vehicles parked by region and location

The East of England Freight Quality Partnership (EE FQP) received presentations from Aecom on this in 2012 and noted that the Aecom Study called for Local Government and others to work together to address this issue and develop solutions. It is currently understood that little has been done on this, and this proposal seeks to address this on behalf of the East of England Regional Transport Forum (EE RTF).

Proposal.

The EE FQP would like to ask Aecom to research further on behalf of the East of England and analyse why the demand for lorry parking is so extreme and suggest solutions.

The Freight Transport Association and the Road Haulage Association would need to be involved as would the Highways Agency and DfT. They are all represented in the EE FQP.

Meaningful but limited research could then point the EE RTF in the direction of solutions to this issue which may be adopted over time to allow better strategic plans to be developed improving supply chain efficiencies, and thereby encourage economic growth in the East of England.

Conclusion.

The EE FQP asks for agreement to talk with Aecom about the scope of the research and the funds required to proceed. Throughout the EE FQP would be the managing agents for this project and asks for agreement to proceed on this basis, and report back to the EE RTF.

David Bell Chairman – The East of England Freight Quality Partnership. 12th June 2013.