NORTH EAST SCOTLAND FREIGHT FORUM

North East Scotland Lorry Parking Study

nestrans

Aberdeenshire Council

Aberdeen City Council

StratMoS

The Interreg IVB North Sea Region Programme

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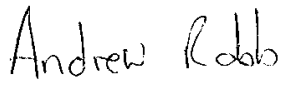

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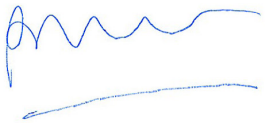

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Rev No	Comments	Checked by	Approved by	Date
2	Revised Following Client Comments	PMF	NEH	24/03/11
1	Draft for Client Comment	PMF	NEH	21/10/10

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Job No 60150241 Reference M011 Date Created September 2010

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Executive Summary

Introduction

AECOM was commissioned by Aberdeenshire Council, working in partnership with Aberdeen City Council and Nestrans, to design and deliver a programme of lorry parking surveys across the Nestrans region. The future development and provision of lorry parking facilities across the area will be informed by the issues, extent and pattern of parking revealed by this work.

This study fulfils an element of the Nestrans' Freight Action Plan, and is supported by StratMoS – the European Interreg IVb project, looking at strategic freight movements across the North Sea region. Demonstration project 3a of StratMoS looks at the development of a future regional freight hub and this survey will help inform the lorry parking specification and locational considerations.

Key Results

The Nature and Extend of the Lorry Parking Problems

Consultation with Stakeholders and with lorry drivers themselves indicated that the main lorry parking problem was that of a lack of suitable overnight facilities in the North East of Scotland, particularly in and around Aberdeen. This problem includes consideration of suitable places where lorry drivers can park up and get food and use welfare facilities, and a lack of areas where lorry drivers feel safe parking overnight, with confidence that either their load / fuel will not be targeted by criminals. Few other significant lorry parking problems were identified during the survey work.

Operational Parking

The survey work found that operational parking tended to be concentrated within the formal lorry parks operating in North East Scotland, as well as within the area's industrial estates. These lorry parks (Altens, Peterhead, and Fraserburgh) were evidently catering for overnight parking for visiting lorry drivers, as well as an operational facility for local haulage companies. The mixture of both operational and overnight provides an indication of how lorry parking facilities might be made to be operationally sustainable in the instances of relatively low numbers of overnight lorry parking.

Rest Break Parking

Whilst focussing on overnight parking, the survey also identified six instances of "45 min rest break" parking. The provision of suitable lay-bys on the principal road network was recognised by lorry drivers as being an important facility to enable these rest-breaks, as well as enabling lorry drivers to "time their arrival" into Aberdeen, avoiding congestion.

Overnight Parking

During the survey, a total of 139 lorries were observed parking overnight in the north east. Significant concentrations were found as follows:

- Forty lorries were observed at Stracathro services – the availability of this facility appeared effective at reducing overnight lay-by parking on the A90 in this area.
- Forty-nine lorries were observed in the south of Aberdeen, Portlethen, and Stonehaven, the majority in various industrial estates, but a significant number in informal locations and on the trunk road; and
- Nineteen lorries were observed in the towns of Fraserburgh and Peterhead, highlighting the importance of these areas for long distance haulage.

The remainder were split between North Aberdeen (14), Inverurie (12) and Dyce (5).

The relatively high concentration of overnight lorry parking to the south of Aberdeen confirms that this area provides the most suitable area for any new or improved lorry parking facility.

Whilst 63 lorries were observed parking overnight in formal lorry parks, 51 were observed parking within the area's industrial areas. This indicates how important these areas are to lorry drivers for overnight stops (providing sufficient road space for parking, and avoiding adverse impacts on residential area) despite the apparent lack of facilities. Lorries would also be parking in these areas as they would be adjacent to a drop-off or collection point.

The majority of lorry drivers who responded to the questionnaire indicated that they were regular visitors to the north east of Scotland. This implies that the choices made by them are informed by experience, and the choices made would presumably be the most suitable out of the options available to them.

Many informal parking locations chosen by lorry drivers were adjacent to, or within a short walking distance of late night facilities such as petrol stations, shops. There also appeared to be a preference for parking alongside other lorry drivers as opposed to parking alone, potentially reflecting the security / safety concerns.

Altens Lorry Park
Our on the ground observations of the conditions and facilities at the Altens Lorry Park contrasted with the consultation response of the operator.

Our survey found that the site was unmanned at night, with limited or no security. No overnight parking charges were being collected, and no welfare facilities were being provided. It appeared that the main operations at the site were those of long term equipment storage, and an operational parking facility for local haulage firms.

Peterhead and Fraserburgh Lorry Parks
Both sites appeared to be operating successfully, with the two sites both being able to maintain facilities for overnight parking, alongside basic welfare facilities. Both sites are considered to be within a reasonable distance of facilities such as supermarkets or national chains of fast food restaurants. It would appear that the mixture of operational parking alongside overnight parking appears to be successful, provided that the correct balance between the two types of parking can be maintained.

A limited number of comments suggested that the existence of the two lorry parks is not well known. Whilst road-side directional signage is provided to the Peterhead site, we are unaware of similar signage being provided for the Fraserburgh site. It is suggested that the existence of the two sites is further highlighted, through the "Freight Scotland" website, and liaison with RHA and FTA, as well as through the proposed North East Freight Maps.

Lorry Park South of Aberdeen

Demand
The survey identified a total of 49 lorries parking overnight in the south of Aberdeen - between the city centre and as far south as Stonehaven. This provides an indication of the total weekday demand for such a facility. However, we would suggest that some lorry drivers currently parking in industrial areas would continue to do so, as the convenience provided by a dedicated truck stop may be outweighed by the convenience of parking directly outside the next morning's collection / delivery point. We would also note that some lorry drivers appear willing to park overnight on the trunk road lay-bys, even though other alternatives are available. This would suggest that some would continue to choose this option, despite the provision of facilities that might be considered to be more suitable.

Overall, it is suggested that a new lorry parking facility to be located to the south of Aberdeen could attract up to 30 lorries per night, dependent upon its specific location, the range of facilities provided, and any charges levied.

Design Considerations
The specific location is important, as it must be relatively straightforward to access from the principal freight routes, and ideally located reasonably close to facilities such as supermarkets / food outlets.

The principal facilities to be provided are toilets and showers, along with access to food / refreshments. Safety and security were highlighted as being important considerations, which could include overnight manning, security lighting and CCTV, along with a regulated barrier control system (which could be used for revenue collection).

The charges levied by the facility would also be an important consideration, with the lorry driver questionnaire suggesting that charges should be no greater than £15 per night with a meal voucher, and potentially under £10 if no food facilities are provided.

Operational Considerations
A facility based on accommodating up to 30 lorries per night, (with less at the weekend, Mondays, Fridays) would probably fail to operate on a fully commercial basis, as the revenue generated would not cover all operational and investment costs.

Options for overcoming this issue could be a combination of the following.

- Initial investment costs being provided by the public sector, with ongoing operational costs provided by the private sector from the revenue generated by the usage of the facility;
- Allowing a local haulage company to operate the site, thus mixing operational usage of the facility with overnight parking, and sharing security and welfare facilities.
- Locating the new facility adjacent to, or as part of, a 24 hour service facility (which could be a petrol station, a food restaurant, or supermarket). There are successful examples of such formats elsewhere in Scotland.

Security Consideration
Security for parked lorries was found to be a high priority. Key concerns related to the theft of diesel from stationed vehicles, theft of loads, and some personal safety concerns.

Over the course of the survey programme, some HGVs were observed with their trailers open, to demonstrate that no load was being carried.

It was frequently noted that security should be identified as an important element for any new truck-stop facility located to the south of Aberdeen.

Specific guidance on the design and operation of secure truck parking areas has been developed by the European Union's SETPOS project, with advice on best practice available from http://www.setpos.eu/.

Summary
It is considered that the survey work presented within this report provides Nestrans and the local authorities in North East Scotland with a clear picture of the overall pattern of demand for overnight lorry parking in the region, an indication of the attitudes of lorry drivers towards lorry parking, as well as some detail of the trip and vehicle details. It is suggested that the findings of this work are used to inform the ongoing development of plans to provide suitable overnight lorry parking facilities in the North East of Scotland (particularly to the South of Aberdeen).

1 Introduction

1.1 Introduction

Within their 2008 Regional Transport Strategy, Nestrans committed to the development of a Freight Action Plan, in order to work towards the delivery of more effective and efficient freight operations, for the wider benefit of the North East of Scotland. The Action Plan was launched in 2009, and within it there is a commitment to a Lorry Parking Survey to fully assess the level of demand for a secure, overnight lorry park in the region.

"There is a requirement to more fully understand the level of demand for overnight lorry parking facilities within the Nestrans area. This will have to capture the demand as expressed by the number of lorries parking outwith designated areas, and also capture the view of those most likely to require the use of such facilities, such as non-local lorry drivers."

This work study aims to fulfil this element of the Freight Action Plan, and is supported by StratMoS – the European Interreg IVb project, looking at strategic freight movements across the North Sea region. Demonstration project 3a of StratMoS looks at the development of a future regional freight hub and this survey will help inform the lorry parking specification and locational considerations.

AECOM was commissioned to design and deliver a programme of lorry parking surveys across the Nestrans region.

1.2 Lorry Parking – The Context

Consideration of the provision of lorry parking in the North East of Scotland must take account of the constraints imposed by Drivers Hours, and the wider policy context.

1.2.1 Lorry Parking Policy

The requirement for satisfactory lorry parking arrangements is recognised in the local transport strategies for Aberdeen City and Aberdeenshire. Aberdeen City's LTS commits to *"the provision of a suitable, safe and secure lorry park in the City",* while the Aberdeenshire LTS notes that the Council will *"encourage the development of appropriate off-street lorry parks".*

In addition, as noted in Section 1.1, the requirement to better understand lorry parking patterns across the region has been given further impetus by Nestrans through the action set out in the regional Freight Action Plan.

The national Freight Action Plan for Scotland (October 2006) notes that in the context of Freight Quality Partnerships (FQPs), "*we will monitor the effectiveness of FQPs at delivering freight solutions at the local level, on issues such as….drivers' rest areas…*"

Elsewhere Tactran undertook a lorry parking survey in 2009 to assess the level of overnight lorry parking in their area. Owing to the clear links between the areas, this study for the Nestrans area takes cognisance of the outcomes of this work.

In addition, The Scottish Freight Logistics Advisory Group (ScotFLAG) has recently set up a sub group tasked with reviewing current lorry parking facilities in Scotland and to assess where gaps (if any) in provision exist. The outcomes of this study for the Nestrans area will feed into this wider research at the national level.

1.2.2 EU Rules on Drivers' Hours

The number of hours a lorry driver can legally drive are stipulated by the European Union. Drivers must take:

- A 45 minute break after a driving period not exceeding 4.5 hours; and
- A rest break following a full driving day. This is typically a continuous 11 hour rest period (for example overnight). Daily rest breaks can also be split (into two separate periods of at least 3 and 9 hours) or reduced (when the rest period is at least 9 continuous hours but less than 11 hours).

Thus, given the distances lorry drivers are required to travel to deliver and collect goods, the frequency and adequacy of parking facilities at origins, destinations and intermediate stops is important.

The selection of parking locations may also be enforced by unforeseen circumstances such as road accidents which caused delay to the driver, meaning they have to find the next sufficient stopping location to park before their driving time runs out.

1.3 Structure of Report

The remainder of this report is structured as follows:

- Chapter 2 – Lorry Parking Facilities in North East Scotland;
- Chapter 3 – Consultation;
- Chapter 4 – Survey Methodology;
- Chapter 5 – Survey Results; and
- Chapter 6 – Key Findings and Conclusions.

In addition, a series of appendices support this report:

- Appendix A – North East Scotland Lorry Parking Survey Form;
- Appendix B – Lorry Parking Locations; and
- Appendix C – Lorry Parking Plans.

2 Lorry Parking Facilities in North East Scotland

2.1 Introduction

This chapter sets out background information on lorry parking in the Nestrans area. It considers:

- The current provision of formal Lorry Parks;
- Authorised Lorry Parking Areas; and
- Other Lorry Parking Areas.

Attention is also given to the Altens Lorry Park Usage Study undertaken by Aberdeen City Council in 2007.

2.2 Formal Lorry Parks

There are currently a small number of dedicated "formal" lorry parks in North East Scotland, as detailed below.

Lorry Park	Capacity	Cost	Facilities
Stracathro Services	Capacity for about 80 lorries.	£12.50 overnight includes food. £9.00 with no food.	Fuel. Toilets. Shower. Unsecured Parking. Café. Shop.
Altens	Theoretical capacity for about 100 HGVs, but large areas used for storage of offshore equipment, and operational use by local hauliers which reduces spaces available for overnight parking.	Advertised as £6 per day or part day. Survey found that fees not being collected.	Toilet block and showers, but locked. 24 hr Garage nearby on Wellington Road. Fencing and gates.
Peterhead	20	Free	CCTV. Toilets. Shower. Hardstanding.
Fraserburgh	15	Free	Toilets. Hardstanding.
Ashgrove, Huntly	6	Free	Access to toilets, café, fuel, CCTV when open.

2.2.1 Altens Lorry Park

Altens Lorry Park is located on the south side of Aberdeen, off Hareness Road (close to the junction with Wellington Road).

AECOM held discussions with the owner of the Altens Lorry Park at the commencement of the commission, who said that the lorry park now benefits from enhanced security provided by a perimeter fence, which was reported to have helped to reduce crime levels in the local area. Furthermore it was stated that up to 100 vehicles can park at the facility overnight.

However, our discussions with lorry drivers revealed that many are unaware that the lorry park is open. This is also reflected in Internet searches which reported that the facility is closed.

Visual observations of the lorry park have confirmed that the majority of the facility is used as a trailer/lorry depot by local freight companies, and for storage of offshore equipment.

Figure 2.1 – Altens Lorry Park, Aberdeen

2.2.2 Aberdeenshire Lorry Parks

In Aberdeenshire, there are two dedicated lorry parks, in Fraserburgh and Peterhead.

Fraserburgh Lorry Park is based on Harbour Road. There is no parking charge at this location and the parking area benefits from hardstanding.

Figure 2.2 – Fraserburgh Lorry Park

Peterhead Lorry Park in Dales Industrial Estate is operated by Harbour Haulage Ltd, who operate the facility on behalf of Aberdeenshire Council, renting a share of the facility for their operational use.

This facility has a small building with a WC and shower. Conditions of use stipulate that vehicles cannot be parked continually for more than 24 hours.

Figure 2.3 – Peterhead Lorry Park

2.2.3 Ashgrove Services

Ashgrove Services is located 4 miles north of Huntly off the northbound carriageway of the A96. The site has a petrol station and a restaurant/coffee shop. Discussion with staff at Ashgrove Services confirmed that the site has CCTV cameras and toilets, but these close when the petrol station closes. There are currently no showering facilities.

Regarding lorry parking, it was confirmed that there are no definitive patterns of use, and there is capacity for only half a dozen vehicles. Although there can be overnight parking, this is not at all frequent, as the facility is not open 24 hours.

2.2.4 Stracathro Services

In the Tactran area, **Stracathro Services** in Angus is located between Brechin and Laurencekirk off the northbound carriageway of the A90. Located adjacent to the Stracathro Grade Separated Junction it is easily accessible for both northbound and southbound traffic.

The site has a café and WC, shower and fuelling facilities. The lorry parking area has capacity for 80

lorries and vehicles are charged £9.00 to park overnight (or £12.50 including a meal voucher).

Figure 2.4 – Stracathro Services

Although outwith the Nestrans area, the Stracathro facility is important due to the number of vehicles it has capacity for, and its relative proximity to Aberdeen. Vehicles parking at this facility are likely to be transporting freight to or from the Nestrans region.

2.3 Altens Lorry Park, Aberdeen – Usage Study (Aberdeen City Council, 2007)

Altens Lorry Park was formally closed for a period during 2007. As the tenant's lease requires the operation of a lorry park, Aberdeen City Council requested that the tenant resumed operation. However, the tenant considered that there was no longer need for a facility and asked the Council to reconsider the need for its provision. Consequently, in seeking to quantify the need for a lorry park and to consider whether a facility could be provided elsewhere in Aberdeen, Aberdeen City Council undertook an Altens Lorry Park usage study in 2007.

This was done by disseminating a postal questionnaire nationally to road haulage companies via the Road Haulage Association (RHA). As such, the responses were "self selected". Forty responses were received, with the majority coming from national companies who had previously used the facility, although a number of local "Aberdeen" based companies also responded, even though these companies had no specific requirement for a facility such as Altens, as they have their own local depots.

The survey found that around half (23) of the 40 respondents had previously used the lorry park daily or at least once a week. 7 respondents never used the facility. The remainder were occasional users of the site.

The majority of respondents (24) stated that they did not park elsewhere in Aberdeen, whilst the remainder stated locations such as their own company base, delivery points, industrial estates and the dock area.

There were a high number of arrivals at the lorry park between 7pm and 7am and 5pm and 7pm. Most departures were between 7pm and 7am and 7am and 9am. This suggests that the majority of those parking at the Altens Lorry Park did so as part of an overnight stay, which is what would be typically expected.

The survey also explored views on potential alternative locations for a lorry park in the Aberdeen area. 32 respondents confirmed that they would use a lorry park at another location, with the south side of Aberdeen (23 responses) the preferred area of the city for a facility due to its convenience. Other options were far less popular – 5 responses had a preference to the north of the city, and 6 to the west.

Of the facilities that were deemed essential, the following were selected by the respondents:

- 90% identified toilets as being essential;
- 73% identified fuel as being essential;
- 73% identified snacks as being essential;
- 85% identified showers as being essential;
- 53% identified water as being essential; and

- 68% identified 24hr security as being essential.

Specific additional comments from respondents often related not only for the need for a facility, but also highlighted that the facilities at Altens were viewed as being of poor quality. Issues raised included the lack of hardstanding (it was reported that the parking surface was potholed and often full of water), and poor quality of toilets and showers. The lack of available food was also cited, as the site was some considerable distance from the nearest food establishment, which would have meant leaving the lorry, which was a security concern if the lorry was loaded.

Other comments confirmed the suitability of the location, as well as noting its utility as a location for wide-loads or abnormal loads to wait until the outwith with peak hours.

2.4 Authorised Lorry Parking Areas, Aberdeen City Council

In addition to the formalised facility at Altens, Heavy Goods Vehicles are permitted to park at various locations across the Aberdeen City Council area. These locations are regulated by *The Grampian Regional Council (Heavy Vehicles) (Overnight Parking Places, Aberdeen) Order, 1987*. Locations where HGV parking is permitted under this Order include areas within:

- Bridge of Don Industrial Estate;
- East Tullos Industrial Estate;
- West Tullos Industrial Estate;
- Dyce Industrial Estates; and
- The Aberdeen Harbour area.

There are no other formal or authorised (regulated by Order) HGV parking areas elsewhere in Aberdeen, or in Aberdeenshire. However, HGVs are known to park in lay-bys on the main trunk roads within the region – the A90 and A96, as well as informal parking areas.

3 Consultation

3.1 Introduction

This chapter describes the consultations undertaken to confirm the current knowledge of lorry parking across the Nestrans area, and to facilitate development of a survey methodology.

3.2 Consultations

Table 3.1 (over) summarises the main findings arising from the consultations.

3.2.1 BEAR Scotland/Transport Scotland

Bear Scotland manage and maintain the trunk road network in Scotland on behalf of Transport Scotland. Discussions with BEAR Scotland confirmed the location of two sites which cause specific problems or issues on the trunk road network in North East Scotland. Problems at these sites, on the A90 north (north of Cortes) and A96 (Battlehill Huntly), included unauthorised storage of trailers, and were included within the survey programme.

It was also pointed out that some larger lay-bys, particularly those remote from the main carriageway, may be used, on occasion, for overnight lorry parking.

3.2.2 Grampian Police

Discussions with Grampian Police were held to identify any areas where lorry parking causes problems in North East Scotland.

AECOM was provided with a detailed account of all known formal and informal lorry parking areas (and any problems associated with these) across Aberdeen City and Aberdeenshire and this was used as a guide when undertaking the surveys in the relevant areas.

Regarding the main industrial estates across the area, it was noted that often the tractor unit (cab) or trailer on its own have been found left. In many cases, trailers are parked the wrong way with respect to the flow of traffic and cause a hazard.

The issue of parking in urban areas was also noted, and the Police confirmed that this can be addressed by issuing a parking ticket. Other problems caused by parked lorries included the noise emitted by refrigerated units, and engines by vehicles parked close to residential areas.

3.2.3 Freight Transport Association (FTA) and Road Haulage Association (RHA)

The Freight Transport Association and Road Haulage Association were also invited to provide information on any known problems or issues relating to lorry parking in the Nestrans area.

The proposals for the survey work were presented to the FTA and RHA for comment. No specific suggestions were received in relation to problem areas.

Discussions with the FTA also confirmed the current work being undertaken by the Scottish Freight Logistics Advisory Group (ScotFLAG).

3.2.4 Local Roads Officers within Aberdeen City Council and Aberdeenshire Council

Discussions were also held with roads officers within the two local authorities covered by the Nestrans area, Aberdeen City Council and Aberdeenshire Council. This was valuable as it enabled details of areas of lorry parking on the local road network to be acquired.

3.3 Summary

This section has summarised the various consultations undertaken to inform the development of a methodology for the Lorry Parking Survey in the Nestrans area. Overall, despite a variety of lorry parking locations being identified, the consultees did not express the view that the pattern or extent of lorry parking caused significant problems.

Table 3.1 – Consultation Summary

Organisation	Consultation Outcomes	Potential Problems/Issues
BEAR Scotland	• Parking in lay-by on A90 (North of Cortes, Fraserburgh) • Parking in lay-by on A96 (Battlehill, Huntly) • Overnight parking in larger lay-bys (remote from main carriageway)	Few 'non-official' sites causing specific problems/issues
Grampian Police	• Confirmation of known parking across region (including in industrial estates) • List of known lay-by Trunk Road Lorry Parking	• Trailers parked the wrong way (with respect to traffic flow) • Parking in urban areas • Noise from refrigerated units and engines
FTA/RHA	Confirmation of ScotFLAG work	No specific comments in relation to North East Scotland
Aberdeen City Council & Aberdeenshire Council	• List of all locations where HGVs are permitted to park in Aberdeen (Traffic Order) • Lorry parking on Burghmuir Circle, Inverurie • Access Road to B&Q Peterhead • Near to McDonalds, Peterhead • School Road, Peterhead • Adjacent to Cowie Park, Stonehaven • ASDA Car Park, Portlethen • Confirmation of regular overnight parking within principal industrial areas • Riverside Drive, Aberdeen	No specific problems/issues identified

In addition, discussions were held with the current operator of the Altens Lorry Park, and operator of the Ashgrove facility north of Huntly.

4 Survey Methodology

4.1 Introduction

This chapter sets out the methodology employed for the Lorry Parking Survey programme in the Nestrans area. It considers:

- Surveying methodology and survey conduct; and
- The methods used for collecting the information.

4.2 Survey Time

The surveys were undertaken on weekday evenings (Tuesday, Wednesday and Thursday). All surveys were undertaken between the hours of 1900 and 2200 to ensure maximum use of daylight, but were sufficiently late enough to capture drivers parking overnight before they retired for the night to rest.

The surveys avoided:

- Weekends;
- Adverse weather which may have affected the journeys of HGVs across the country (and within the Nestrans area); and
- Known industry and trade holidays.

4.3 Survey Locations

The survey programme was developed to ensure coverage of all areas noted in the stakeholder consultations; with a focus on strategic freight routes and industrial areas:

Table 4.1 – Lorry Parking Survey Programme

Date	Hours	Locations	Description
Tuesday 3 August	1900-2200	A90 (South)	Lay-bys / Parking areas on A90 (S)
Tuesday 10 August	1900-2200	Altens/Tullos Industrial Estates and Altens Lorry Park	Industrial Estates – On-street parking (outwith operator depots etc) Altens Lorry Park
Wednesday 11 August	1900-2200	A96 and Inverurie	• Lay-bys / Parking areas on A96 • Industrial Estates (Inverurie)
Thursday 12 August	1900-2200	A90 (North), Fraserburgh and Peterhead	• Lay-bys / Parking areas on A90 (N) • Industrial Estates (Fraserburgh and Peterhead)

Date	Hours	Locations	Description
Tuesday 17 August	1900-2200	Dyce and Bridge of Don	Industrial Estates – On-street parking (outwith operator depots etc)
Wednesday 25 August	1900-2200	Badentoy Park and Harbour Area	• Industrial areas • On-street parking (Harbour)

4.4 Survey Conduct

Owing to the nature of the survey work, risk assessments were undertaken to identify and reduce potential risks to AECOM staff on site. PPE equipment was worn by surveyors at all times.

In further planning for undertaking the survey programme, particular attention was given to ensuring the surveys were undertaken in a diligent and professional manner. Surveyors did not survey lorries parked with their lights/engines on, or those with drawn curtains in the cab.

In addition, prior to undertaking the surveys in and around the Aberdeen Harbour area, AECOM ensured that the presence of the surveyors and manner of the work to be undertaken was communicated to Aberdeen Harbour Board and Grampian Police.

4.5 Information Collection

4.5.1 North East Scotland Lorry Parking Survey Form

A questionnaire was developed with the aim of enabling a better understanding of existing lorry parking patterns in the Nestrans area. Further requirements of the questionnaire were:

- To acquire information on desired facilities for lorry parking in the region; and
- To assist in the development of work considering a proposed new off-road truckstop facility south of Aberdeen.

The questionnaire used in the survey is presented as Appendix A.

4.5.2 Lorry Observation Form

A separate, accompanying observation form was also developed for the survey. This was designed to provide specific information about the vehicle observed, including:

- Road/direction/location;
- Registration plate;
- Country of origin;
- Operator name and contact details;
- Unit and body type;
- Trailer and cab markings; and
- Load type.

4.5.3 Use of Survey and Observation Forms

The questions on the survey form were only asked of lorry drivers when it was appropriate to stop (as noted in Section 4.4), and the drivers were willing to answer the questions.

Each observation form was referenced to the corresponding completed questionnaire.

In cases where lorries were observed parked with their lights/engines on, or had drawn curtains in the cab, only the observation form was completed on site. Then using any contact details recorded on the observation form, letters outlining the study and a questionnaire were later sent by post to the operator, with specific details of observation date, time and location and registration plate noted to assist their completion of the form.

Out of 47 surveys issued by post, 12 return responses were yielded from operators across the Nestrans region, Scotland, and the UK.

4.5.4 GPS Journey Data Logging

Throughout the survey programme, GPS journey data loggers were used to monitor the progress of surveys undertaken as per the survey programme. This enabled stopping locations to be tracked and marked with a point, providing a visual representation of where lorries were found to be parking across the region. This has facilitated the graphical representation of lorry parking locations as presented within Appendix D.

4.6 Summary

The survey method provided a systematic approach to acquiring robust information about lorry parking in the Nestrans area. The use of the observation form ensured that a note of all observed vehicles could be recorded, even if it was not possible to hold a discussion with the driver.

The next chapter sets out the results of the surveys.

5 Survey Results

5.1 Introduction

This chapter presents the results of the Lorry Parking Survey programme undertaken in August 2010. To facilitate analysis, this chapter has been split into the following sections:

- Analysis of parking patterns;
- Analysis of observations; and
- Analysis of questionnaires.

Appendix D presents plans of the locations of lorry parking in North East Scotland, identifying where possible the type of parking observed.

5.2 Analysis of Parking Patterns

The analysis of parking patterns is categorised into the following:

- Formal Lorry Parks;
- Parking in Industrial Estates (Including Authorised Lorry Parking Areas in Aberdeen);
- Trunk Road Lorry Parking; and
- Informal Parking Areas.

All vehicles that were observed as part of the survey can be assigned to one of the categories listed above. For each category, the number of vehicles parking there is presented, along with an indication of the type of parking identified. Where vehicles were observed with closed curtains or no drivers, it has been assumed that the vehicle was parking in that location overnight.

Operational Parking describes the typically unattended lorries and trailers that are parked in a specific location for operational purposes, rather than for the principal purpose of overnight parking,

Table 5.1 – Parking Summary

Parking Type	Overnight	45 Min Rest Break	Operational
Formal	63*	1	56
Industrial Areas	51	1	15
Trunk Road	14	2	-
Informal Areas	11	2	1
Total	**139**	**6**	**72**

* inclusive of the 40 approx observed at Stracathro Services

5.2.1 Formal Lorry Parks

Table 5.2 – Parking in Formal Lorry Parks

Lorry Park	Total Vehicles	Overnight Parking	45 Min Rest Break	Operational Parking
Altens Lorry Park	**36**	6 *(Confirmed: 1 Assumed 5)*	0	30
Stracathro Services	**40 (approx)**	40 *(Confirmed: 0 Assumed 40)*	0	0
Fraserburgh Lorry Park	**14**	5 *(Confirmed: 2 Assumed 3)*	1	8
Peterhead Lorry Park	**30**	12 *(Confirmed: 3 Assumed: 9)*	0	18

The majority of use of the Altens facility was noted to relate to its use as trailer park / operational base by freight companies. However, a small number of lorries parking overnight (with curtains drawn) were observed.

Despite the outcomes of consultation with the operator of the Altens lorry park, during our survey we did not observe any specific security provision, with the site being unmanned, and with welfare facilities being unopened. Gates to the front of the site were left opened, and a pedestrian gate to the rear of the site (leading to petrol station) was similarly left open. The surface of the park was pot-holed with large puddles.

Conversations with lorry drivers parked on the site confirmed that no money had been collected for their overnight parking, and they themselves considered the site to be “officially closed” but “unofficially open” for overnight parking. It appeared that the facilities were mainly being used as operational bases for a number of companies, and the storage of some off-shore equipment. Our discussions with lorry drivers across the Nestrans area confirmed the widespread perception that the Altens facility remained closed.

A visual observation of the lorry parking area at Stracathro Services also confirmed a high level of utilisation of this facility by approximately 40 vehicles, however, permission was not granted by the operator of the site to undertake survey work with the parked lorry drivers. Lorry drivers not using the facility whom we interviewed highlighted the relatively poor quality of the facility, in comparison to other sites located in England. If the opportunity to speak to drivers using the facility had been provided, it is possible that more positive responses would have been collected.

A high level of occupancy was observed at Fraserburgh Lorry Park, with 14 vehicles observed in total. It was noted that a number of lorries at this facility were owned by R & J Simpson Ltd. Discussions with this operator confirmed that this is because six company drivers reside in Fraserburgh. It was also noted that the

company previously had permission from Fraserburgh Harbour Board to park at the harbour (to facilitate loading of prawns brought in by boats) but since the lorry park opened, the vehicles have started parking there.

Figure 5.1 – Operational Parking, Fraserburgh Lorry Park

Most of the spaces at Peterhead Lorry Park were also found to be occupied. This park was also found to be used operationally by local companies. However, unlike the patterns of use observed at Fraserburgh, the Peterhead Lorry Park also appears to be used for storing a number of lone trailers. Of the 30 vehicles observed in the car park, nearly half (14) were lone trailers.

Despite the level of operational parking observed in the Fraserburgh and Peterhead lorry parks, this did not appear to cause problems for any other visiting overnight lorry drivers. Instead, the parks appear to be effective in minimising lorry parking elsewhere in Fraserburgh and Peterhead, as few lorries were observed parking in other locations. However, one driver did suggest that the lorry park in Peterhead was not well known.

5.2.2 Parking in Industrial Estates (Including Authorised Lorry Parking Areas in Aberdeen)

Table 5.3 – Parking in Industrial Estates/Authorised Lorry Parking Areas

Industrial Estate	Total Vehicles	Overnight Parking	45 Min Rest Break	Operational Parking
Altens, Aberdeen	**9**	4 *(Confirmed: 3 Assumed: 1)*	1	4
East Tullos, Aberdeen	**8**	1 *(Confirmed: 1 Assumed: 0)*	0	7
West Tullos, Aberdeen	**5**	4 *(Confirmed: 1 Assumed: 3)*	0	1
Farburn, Dyce	**2**	2 *(Confirmed: 1 Assumed: 1)*	0	0

Industrial Estate	Total Vehicles	Overnight Parking	45 Min Rest Break	Operational Parking
Wellheads, Dyce	**0**	0	0	0
Kirkhill, Dyce	**5**	3 *(Confirmed: 2 Assumed: 1)*	0	2
Murcar, Bridge of Don	**1**	1 *(Confirmed: 1 Assumed: 0)*	0	0
Bridge of Don	**6**	6 *(Confirmed: 2 Assumed: 4)*	0	0
Blackhall, Inverurie	**8**	7 *(Confirmed: 5 Assumed: 2)*	0	1
Highclere B Pk, Inverurie	**1**	1 *(Confirmed: 0 Assumed: 1)*	0	0
Watermill, Fraserburgh	**1**	1 *(Confirmed: 1 Assumed: 0)*	0	0
Dales, Peterhead	**1**	1 *(Confirmed: 0 Assumed: 1)*	0	0
Badentoy Park, Portlethen	**5**	5 *(Confirmed: 1 Assumed: 4)*	0	0
Aberdeen Harbour Area	**15**	15 *(Confirmed: 7 Assumed: 8)*	0	0

As Table 5.3 above shows, vehicles were observed in Watermill Industrial Estate in Fraserburgh and Dales Industrial Estate in Peterhead (i.e. outwith the formal lorry parks), but as noted above, the formal lorry parking facilities in these locations appear to be effective in reducing the level of parking elsewhere, given the low numbers observed.

Furthermore, operational parking was reflected in the observations of lone trailers in some industrial areas. In the case of East Tullos Industrial Estate, the location of a number of Curtainsider trailers can be attributed to the close proximity of the Craiginches Rail Freight Terminal. Lone trailers were also observed in Altens Industrial Estate (accounting for 3 of the total 9 vehicles observed) and Kirkhill Industrial Estate (2 of 5 the vehicles observed).

Figure 5.2 – Curtainsider Trailer, East Tullos Industrial Estate

Despite safety concerns raised by trailers which are parked the wrong way (with respect to the flow of traffic), any impacts appeared mitigated due to the quietness of the locations in which they were observed.

It was also observed that in several of the industrial areas surveyed, parking restrictions prohibit vehicles from parking in these locations. In the case of Wellheads Industrial Estate (Dyce), erected signs confirm the restrictions in this area and it was observed that extensive sections of Kirkhill Industrial Estate have double yellow lines to prevent parking.

Despite the level of parking observed in industrial estates, it was clear from the surveys that this was not causing any major problems. It was also noted that many vehicles park within company depots or bases (and not on the street).

As well as parking within industrial estates, lorries were also observed parking in several of the authorised areas regulated by the 1987 traffic order, particularly around the Aberdeen Harbour area.

5.2.3 Trunk Road Lorry Parking

Table 5.4 – Trunk Road Lorry Parking

Trunk Road	Total Vehicles	Overnight Parking	45 Min Rest Break	Operational Parking
A90 (North)	**3**	3 *(Confirmed: 1 Assumed: 2)*	0	N/A
A90 (South)	**10**	8 *(Confirmed: 2 Assumed: 6)*	2	N/A
A96	**3**	3 *(Confirmed: 1 Assumed: 2)*	0	N/A

Lorries parking on the trunk roads were either in lay-bys immediately adjacent to the carriageway (9 vehicles), or lay-bys separated from the main carriageway (e.g. by vegetation or verges) (7 vehicles).

The lay-by on the A90 (South) approach to the Bridge of Dee roundabout (Kincorth), which is separated from the main carriageway, was found to be a popular location for lorry parking due to its off-road location and proximity to the service station on the opposite side of the road, with 2 vehicles observed parking in this location on the survey night. Drivers who parked here regularly used this location, and reported that they often parked alongside several more at this location.

It is clear that trunk road lay-bys are important to enable rest stops. It is also noted that for a number of drivers, trunk road lay-bys also potentially form a preferred location for overnight parking as they are free to use. This is despite the provision of facilities at Altens and Stracathro and a lack of facilities at the lay-bys themselves. However, it appears that Stracathro may have the effect of removing parking from the stretch of the A90 between the services and just south of Stonehaven.

Figure 5.3 – Lay-by before Auquhirie (A90 South) Southbound Carriageway

Furthermore, as Figure 5.3 above shows, in some cases, the limited width of lay-bys can cause difficulties for lorries parking in them. However, there were no obvious problems associated with lay-by parking on any of the principal freight routes surveyed.

It is worth noting that during the pre-survey planning, it was also brought to the attention of AECOM that the lay-by at Craibstone on the A96 was a probable location for observing lorry parking; however this lay-by was closed as part of road works on the survey day.

In addition, during the survey, no vehicles were observed in the lay-bys near the Cortes junction on the A90 (North) and Battlehill, Huntly on the A96 despite pre-survey reports of their use for lorry parking.

5.2.4 Informal Parking Areas

Table 5.5 – Informal Lorry Parking

Location	Total Vehicles	Overnight Parking	45 Min Rest Break	Operational Parking
Portlethen Shopping Centre	**4**	4 *(Confirmed: 2 Assumed: 2)*	0	0
Riverside Drive, Aberdeen	**2**	2 *(Confirmed: 0 Assumed: 2)*	0	0
Riverside Park (Port Elphinstone)	**1**	1 *(Confirmed: 0 Assumed: 1)*	0	0
B&Q (Peterhead)	**2**	0	2 *(Confirmed: 1 Assumed: 1)*	0
Denmore Rd (B of Don)	**4**	3 *(Confirmed: 1 Assumed: 2)*	0	1
Claymore Drive (B of Don)	**1**	1 *(Confirmed: 0 Assumed: 1)*	0	0

Although there is prohibitive signage at the ASDA roundabout at Portlethen Shopping Centre, (which states that HGV parking is not permitted), this location was still used by HGV drivers, potentially due to:

- 24 hour access to ASDA (including food and toilets); and
- A sense of security with other lorry drivers also parking there.

The car park land is officially private land. Over the longer term, there will be effects on the maintenance of the car park due to its use by HGVs. As the lorries park at the top end of the car park, in an unused area of hardstanding, the impact on other car park users is negligible.

Informal parking was also observed in Aberdeen in an area off Denmore Road (close to the junction with Greenbrae Drive). Vehicles were later observed again at this location on a Sunday, suggesting that the site is regularly used for lorry parking.

Anecdotal evidence recorded during the surveys also highlighted the use of the Scottish Agricultural Centre at Craibstone for lorry parking, at a cost of £5.00 per night.

Whilst parking had been reported adjacent to Cowie Park, Stonehaven, for the duration of the survey, this area was being occupied by travelling people.

A full list of all parking locations (and parking type) observed over the course of the survey programme is presented in Appendix D. Appendix D also provides visual representations of these locations.

5.3 Analysis of Observations

A total of 177 vehicles were observed over the course of the lorry parking survey programme. Analysis of these vehicle observations is categorised as follows:

- Countries of origin;
- Operator bases; and
- Unit and body types of observed vehicles.

5.3.1 Countries of Origin

Table 5.6 – Observed Vehicles: Countries of Origin

Country of Origin	Total (Overnight/45 min)	%	Total (Operational)	%
UK	98	93%	12	29%
Netherlands	4	4%	1	2%
Lithuania	1	1%	0	0%
Poland	1	1%	0	0%
Unknown	1	1%	59	69%
Totals	**105**	**100%**	**72**	**100%**

As Table 5.6 confirms, the majority of observed vehicles were registered in the UK. The identification of one registration plate (and country of origin) could not be confirmed.

It was not possible to specify countries of origin for 59 vehicles parked for operational reasons as these were lone trailers without cabs.

5.3.2 Operator Bases

Table 5.7 – Observed Vehicles: Operator Bases

Operator Type	Total (Overnight/45 min)	%	Total (Operational)	%
Local/Regional	30	29%	19	45%
National Scotland	21	20%	2	5%
National UK	29	28%	1	2%
International	6	6%	2	5%
Unknown	19	18%	48	43%
Totals	**105**	**100%**	**72**	**100%**

29% of all vehicles parking overnight or for 45 minutes during the survey belonged to an operator based in the Nestrans area, and in total just under half of all operators parking for these periods are based in Scotland. Excluding unknown operator types, 19 of 24 vehicles parked operationally are local/regionally based.

A considerable number of 'National UK' operators were also identified (30 in total).

5.3.3 Unit and Body Types of Observed Vehicles

Each observation included the identification of the unit and body type of each vehicle.

Table 5.8 – Observed Vehicles: Unit and Body Types

Unit Type	Body Type	Total	%
Rigid	Flatbed (with load)	2	1%
Rigid	Container	1	1%
Rigid	Box/Refrigerated	15	10%
Rigid	Curtainsider	19	13%
Rigid	Dropside	1	1%
Rigid	Hotbox	1	1%
Rigid	Mobile Crane	1	1%
Articulated	Flatbed (with load)	8	5%
Articulated	Flatbed (empty)	5	3%
Articulated	Container	3	2%
Articulated	Box/Refrigerated	9	6%

Unit Type	Body Type	Total	%
Articulated	Curtainsider	18	12%
Articulated	Lowloader (with load)	3	2%
Articulated	Lowloader (empty)	1	1%
Articulated	Car transporter	3	2%
Articulated	Tanker	5	3%
Articulated	Tipper	4	3%
Articulated	Dry Bulk	5	3%
Articulated	Livestock trailer	1	1%
Cab Only	N/A	10	7%
Drawbar (with trailer)		3	2%
N/A	Trailer Only (Various)	59	20%
Total Vehicles Observed		**177**	**100%**

Rigid (Box/Refrigerated), Rigid (Curtainsider) and Articulated (Curtainsider) were the most frequently sighted types of vehicle.

5.4 Analysis of Questionnaires

This section discusses the principal findings of the questionnaire by analysing the feedback provided by lorry drivers.

46 questionnaires were completed as part of the survey. This constituted a total of 34 that were completed on site over the course of the survey programme, and 12 received by AECOM following their issue as part of follow-up surveys.

5.4.1 Journey Details

Table 5.9 – Journey Details

	Total	%
Local within North East Scotland	13	28%
To/from elsewhere in Scotland	18	39%
To/from England/Wales/Ireland	13	28%
To/from Continental Europe	0	0%
N/A	2	4%
Total	**46**	**100%**

Of the 13 journeys to/from England/Wales/Ireland, 12 journeys from locations in England were also recorded as well as one from Ireland.

The 'N/A' responses are attributed to the response to two questionnaires by Harbour Haulage Ltd, a company which has its base at Peterhead Lorry Park (where two of their vehicles were observed).

Throughout the remainder of this section, all questionnaire responses are based on journeys involving overnight/45 minute parking, with responses related to operational reasons excluded.

5.4.2 Home Bases

The second question on the survey form requested the home base of the driver's company. These have been categorised as follows:

Table 5.10 – Home Bases

Home Base	Number of Operators	%
Local Within North East Scotland	14	32%
Elsewhere in Scotland	19	43%
North East England	2	5%
North West England	1	2%
Central England	8	18%
Total	**44**	**100%**

Of all confirmed home bases, there were some locations where more than one operator was from, as shown in Table 5.11:

Table 5.11 – Multi-Operator Locations

Location	Number of Operators
Peterhead	5
Grangemouth	3
Inverurie	2
Turriff	2

5.4.3 Trip Origins, Destinations and Intermediate Stops

In general alignment with the findings of Question 2 (Home Base), locations with the highest trip origin were Grangemouth and Peterhead (4 trips).

Aberdeen was the dominant destination of 16 lorry drivers interviewed in the surveys. Of these 16 trips, 5 were confirmed as involving transport to Aberdeen Harbour.

Consequently, owing to the nature of the journeys recorded, noted intermediate stops were typically confined to locations elsewhere in Scotland, often in and around the Central Belt, and at locations within the Nestrans region, including:

- Aberdeen;
- Inverurie;
- Kintore;
- Fraserburgh;
- Peterhead;
- Banchory;
- Laurencekirk; and
- Blackburn.

5.4.4 Journeys to Ports/Rail Terminals

The surveys captured 11 trips which involved transport to or from ports. The majority of these were focussed on the three principal ports in the Nestrans area:

- Aberdeen - 5 trips;
- Fraserburgh - 1 trip; and
- Peterhead - 1 trip.

However, single trips involving the following ports were also identified:

- King George V docks (Glasgow);
- Leith; and
- Liverpool.

One driver also confirmed that their journey would involve returning to a port to transport Irish freight, but further details were not disclosed.

Of these intermodal journeys, one trip was recorded which involved the collection of welling equipment from SDV UK in Badentoy Park, for transport to Liverpool, and export to Nigeria. The driver pointed out that the freight would be transported to Tilbury Dock, but only if a return leg could be secured, otherwise the freight would be loaded onto train at Liverpool or Manchester.

No journeys recorded were either to or from the rail freight terminals in Aberdeen.

5.4.5 Journey Purpose and Vehicle Load Types

The identification of vehicle load types was informed both by surveyor observations and confirmations provided by drivers (if they were comfortable to do so) where load types were unidentifiable.

Only a small number of journeys were made for the sole purpose of collecting goods (four). 22 journeys were for the purposes of delivery, with a total of 17 both delivering and collecting goods. In total, it was possible to determine load types for 50 of the 108 lorries observed with a trailer.

Table 5.12 demonstrates the diversity of goods recorded as being for delivery, collection or both, and those where the journey purpose was unknown.

Table 5.12 – Journey Purpose and Vehicle Load Types

Loads (Delivery)	Loads (Collection)	Loads (Delivery and Collection)	Loads (Unknown Journey Purpose)
• Crane • Petrol • Soya • Dry Bulk • Fragile Goods • Asian food, spices, lentils • Food • Containers • Polystyrene boxes for salmon in Northern Isles • Lime • Various • Fish • Sulphuric acid • White goods • Satellite communication disk • Barley • Fresh meat • Fishmeal • Fish food • Milk • Livestock	• Low Hazard (dirty water) • Welling equipment	• 2 x del; 1 x coll – power cable (Scottish Power) • Frozen fish • Barley • Dust – Penicuik; Fish food – Aberdeen; Blocks to ABZ from Kemnay • Crane • Generator replacement • Seed corn (to farms); Plastic bottles (to SITA for recycling, backload) • Insch (combine harvester); Turriff (tractor); Collecting potato planter & slurry collector • Low Hazard (Unknown) • Delivering cladding & collecting 8x4 boards • Cars • Carpets • Shop fitting equipment	• Flowers (2) • Furniture • Cars • Small wooden blocks and covers • Crane/machinery • Container (3) • Fish • Tyres • Packaged blocks • Forklift • Kit house frames and rolls of insulation

One vehicle was a tar lorry, used for reinstatement work (with no particular journey purpose specified).

5.4.6 Parking Duration and Main Reason for the Stop

Table 5.13 – Parking Duration at Observed Location

	Total	%
Up to 1 hour	5	11%
Up to 2 hours	0	0%
2 – 6 hours	0	0%
Overnight	38	86%
1 day	0	0%
Longer than 1 day	1	2%
Total	**44**	**100%**

As the table above demonstrates, the surveys encountered instances of both overnight lorry parking and parking required for mandatory 45 minute rest breaks. Overnight parking was, however, the dominant type observed, with 86% of all drivers interviewed parking at the observed location overnight. Where it was inappropriate to approach vehicles where curtains in cabs were closed, it can be assumed that, owing to the time the surveys were undertaken, lorries in these scenarios were also parking overnight.

Table 5.14 below confirms the principal reasons for the confirmed parking durations:

Table 5.14 – Main Reason for the Stop

	Total	%
Rest Period (45 mins)	5	11%
Daily Rest Break (11 hours)	32	73%
Waiting for delivery slot	5	11%
Other	2	5%
Total	**44**	**100%**

By comparing the results in Tables 5.13 and 5.14, it can be noted that parking durations of up to 1 hour were attributed to rest periods of 45 minutes, with the majority of the 38 instances of overnight parking attributed to daily rest breaks of 11 hours (although the length of this break varied with some drivers).

It was also noted that some drivers were waiting for their delivery slot. In these cases, drivers were typically found to be parking close by to their destination. This also enabled them to have their driving time slate “wiped clean” from the next morning.

In addition, it was found that one driver had run out of driving time and thus had to park their vehicle overnight.

5.4.7 Reason for Selection of Parking Location

Table 5.15 – Reason for Selection of Parking Location

	Total	%
Convenience	26	84%
Lack of parking at destination	1	3%
Space available	3	10%
Followed Signage	1	3%
Fuel	0	0
Total	**31**	**100%**

The selection of parking locations was overwhelmingly informed by their convenience, with 26 drivers stating this as their main reason.

'Other facilities' was also provided as an option within this question and this generally revealed other reasons why the location was chosen (rather than specific facilities). A second major reason for parking in the observed location was the restrictions on driving time imposed by the EU regulations. This was cited by 9 drivers. This meant that drivers often had to stop in the next most appropriate place. The quietness of a location was also a further reason for drivers to select a location to park (cited by 4 drivers). Safety (cited by 3 drivers) was also noted as a consideration when selecting a parking location.

5.4.8 Parking Frequency

Table 5.16 – Parking Frequency

	Total	%
2 – 3 times per week	14	45%
Once per week	7	23%
Once per fortnight	1	3%
Monthly	3	10%
Less frequently than monthly	6	19%
Total	**31**	**100%**

Table 5.16 shows that two-thirds of the drivers park at least once per week in the area. This suggests that these drivers will have a strong familiarity with the area and a sense of routine. They are also more likely to know of the parking options available to them and the pros and cons of these options, and this will enable them to make an informed / strategic decision about their choice of parking location.

Of the less frequent instances of parking, two drivers stated that they never park in North East Scotland and one confirmed that the current trip was a one off. In addition, a number of other parking frequencies varied from the options provided and included:

- Every 6 weeks;
- 4 times per week; and
- 2/3/4/5 times per month;

One operator also confirmed (in a follow-up survey) that their vehicle was parked every night in North East Scotland, because it was based in the area.

5.4.9 Consideration of New Off-road Truckstop Facility South of Aberdeen

As well as seeking to foster a better understanding of existing lorry parking patterns in North East Scotland, the survey also sought to gain lorry driver views on the potential development of a proposed new lorry parking facility south of Aberdeen.

Table 5.17 – Facilities Considered Important in Providing Overnight Lorry Parking

	Total	**%**
CCTV coverage	12	8%
Refreshments	31	22%
WC	22	15%
Showers	39	27%
Fuelling	13	9%
Repairs	4	3%
Controlled entry/exit	5	4%
Security compound	16	11%
Total	**142**	**100%**

As Table 5.17 shows, refreshments, WC and showers were frequently cited by drivers as the most important facilities for a new off-road truckstop facility.

Security was also considered to be of high importance and in discussing this question, some drivers noted the high quality of truckstop facilities in England, such as Tebay Lorry Park off the M6 (Junction 38), which costs £8.00 to park for the night, including a free shower and meal voucher.

However, security issues at even the most formalised facilities in England were still raised as a concern by some drivers who cited anecdotal evidence of thefts. For example, one driver stated anecdotally that diesel had been stolen from vehicles at the secure lorry park facility at Carlisle and another stated that at Junction 13 (Abingdon Services), the security guard finishes at midnight, after which thieves posing as lorry drivers have entered the park and left 45 minutes later, leaving the impression that the stop was for a 45 minute rest break.

Furthermore, over the course of the survey programme in the Nestrans area, 4 HGVs were observed with their trailers open, to demonstrate that no load was being carried, thus potentially eliminating the risk of crime, while one interviewed driver confirmed his intention to open the trailer doors later that evening.

Drivers were also asked to confirm, of the above facilities, those they considered to be the most important. Of the 32 drivers who responded to this question, many drivers identified more than one facility. If these are broken down, the findings set out in Table 5.17 are reinforced, as this identifies the most important facilities as:

Table 5.18 – Most Important Facilities

	Total
Security	14
Showers	12
Refreshments	10
WC	9
Cleanliness	1
Fuel	1
Suitable Parking Surface	1

Two drivers also noted the cost as a factor.

Regarding how much drivers would be willing to pay for the use of a new truckstop facility, four options were presented, as outlined in the table below:

Broadly, these findings correspond with those of the Altens Lorry Park survey undertaken in 2007.

Table 5.19 – Cost

	Total	%
Up to £15.00 for 24 hours	16	84%
Up to £20.00 for 24 hours	3	16%
Up to £25.00 for 24 hours	0	0%
Up to £30.00 for 24 hours	0	0%
Total	**19**	**100%**

Although 16 drivers stated they would pay up to £15, £10 was widely regarded as a more acceptable price by 10 drivers, and £8-£10 was also cited by two.

Three drivers would be unwilling to pay for overnight parking because their employer does not reimburse it. However, 28 of the drivers interviewed are reimbursed for receipts they collect and it was learned that where they are provided, a nightly allowance for lorry drivers is typically in the region of £20-£25.

In seeking to further help the development of a proposed new lorry parking facility south of Aberdeen, drivers were asked if they would have used a new facility as part of their current trip if it was available.

Table 5.20 – Potential Use of New Facility for Current Trip

	Total	%
Yes	28	70%
No	12	30%
Total	**40**	**100%**

While 28 drivers confirmed that they would have used a new facility in the South of Aberdeen for the trip the questionnaire was analysing, 12 also stated that they would not. Reasons cited included:

- Location on the wrong side of Aberdeen;
- Requirement to be at existing location;
- Free base parking;
- Current location negating requirement to travel through traffic in the morning to reach destination;
- The cost of parking in a formal facility; and
- Time constraint.

5.4.10 Other Findings

Through discussions with lorry drivers on site, a number of other findings can be noted.

- Lorry drivers cited the lack of facilities at the lorry park in Altens, and were critical of its condition, particularly with regard to the toilet facilities and lack of hardstanding in the parking area, which is exacerbated by potholes.

- As noted in Section 5.2.1, it was also found that the majority of drivers considered that the Altens facility remained closed.
- Conditions and facilities at Stracathro Lorry Park in Angus were also widely regarded by drivers as being of low quality – although it is noted that the survey did not include those who HAD parked at the surveys, who could be assume to be satisfied with the provision at this location.
- A general lack of places for drivers to safely park their vehicle and eat in and around Aberdeen was also noted.
- There was a strong consensus that there was a lack of places to safely park across the Nestrans area. This was clearly regarded as the biggest "issue" relating to lorry parking in the region and was regularly mentioned by drivers who were interviewed.

5.5 Summary

This chapter has presented the results of the Lorry Parking Survey undertaken across the Nestrans area in August 2010. Key consideration has been given to analysing parking patterns and the views of lorry drivers communicated through the questionnaire developed by AECOM.

It has been found that the majority of lorries parking in the region are distributed between formal lorry parks, industrial estates, authorised lorry parking areas and informal parking areas. The convenience of these locations (to the driver) was the dominant reason for their selection as lorry parking areas.

This chapter has also examined the reasons why lorries were observed parking in particular locations, investigated the types of journey made and confirmed the home bases of operators sighted. We have also identified some of the load types being transported to and from the region. These were found to be of a diverse range, and included food products, agricultural equipment and electrical equipment.

Consideration has also been given to driver views within the context of the potential development of a new off-road truckstop facility south of Aberdeen. This found that 28 (of the 40 drivers answering the question) would have used a new facility as part of the current trip being surveyed. Drivers consider security and the provision of showers, refreshments and toilets as the most important facilities at any new truckstop facility.

The next chapter provides an overview of the key findings of the survey.

6 Key Findings

6.1 Introduction

This chapter provides an overview of the key findings of the Lorry Parking Survey undertaken across the Nestrans area in August 2010, and applies these findings to the possible future development of a lorry parking facility to the south of Aberdeen. The survey was designed to capture the location, quantity, and key attributes of overnight lorry parking in the Nestrans area. In doing so, the survey also recorded where there was a mix of overnight parking and operational parking, as well as capturing a small amount of rest break parking.

6.2 The Nature and Extent of the Lorry Parking Problems

Consultation with Stakeholders and with lorry drivers themselves indicated that the main lorry parking problem was that of a lack of suitable secure overnight facilities in the North East of Scotland, particularly in and around Aberdeen. This problem includes consideration of suitable places where lorry drivers can park up and get food and use welfare facilities, along with areas where lorry drivers feel safe parking overnight, with confidence that either their load / fuel will not be targeted.

6.3 Operational Parking

The survey found that operational parking tended to be concentrated within the formal lorry parks operating in North East Scotland, as well as within the area's industrial estates. These lorry parks (Altens, Peterhead, and Fraserburgh) were evidently catering for overnight parking for visiting lorry drivers, as well as an operational facility for local haulage companies. This mixture of operational and overnight parking potentially provides an indication of how small scale lorry parking facilities can be made to be operationally sustainable in the instances of relatively low numbers of overnight lorry parking.

6.4 Rest Break Parking

The survey identified six instances of rest break parking. The provision of suitable lay-bys on the principal road network was recognised as being an important facility to enable these rest-breaks, as well as enabling lorry drivers to "time their arrival" into Aberdeen.

6.5 Overnight Parking

A total of 139 lorries were observed parking overnight in the north east. Significant concentrations were found as follows:

- Forty lorries were observed at Stracathro services – the availability of this facility appeared effective at reducing overnight lay-by parking on the A90 in this area.
- Forty-nine lorries were observed in the south of Aberdeen, Portlethen, and Stonehaven, the majority in various industrial estates, but a significant number in informal locations and on the trunk road; and
- Nineteen lorries were observed in the towns of Fraserburgh and Peterhead, highlighting the importance of these areas for long distance haulage

The remainder were split between North Aberdeen (14), Inverurie (12) and Dyce (5).

The relatively high concentration of overnight lorry parking to the south of Aberdeen confirms that this area provides the most suitable area for any new or improved lorry parking facility.

Whilst 63 lorries were observed parking overnight in formal lorry parks, 51 were observed parking within the area's industrial areas. This indicates how important these areas are to lorry drivers for overnight stops (providing sufficient road space for parking, and avoiding adverse impacts on residential area) despite the apparent lack of facilities. Lorries would also be parking in these areas as they would be a drop-off or collection point.

The majority of lorry drivers who responded to the questionnaire indicated that they were regular visitors to the north east of Scotland. This implies that the choices made by them are informed by experience, and the choices made would presumably be the most suitable out of the options available.

Many informal parking locations chosen by lorry drivers were adjacent to, or within a short walking distance of late night facilities such as petrol stations, shops. There also appeared to be a preference for parking alongside other lorry drivers as opposed to parking alone, potentially reflecting the security / safety concerns.

6.6 Altens Lorry Park

Our on the ground observations of the conditions and facilities at the Altens Lorry Park contrasted with the consultation response of the operator.

The survey found that the site was unmanned at night, with limited or no security. Lorry drivers reported that no overnight parking charges were being collected, and no welfare facilities were being provided. It appeared that the main operations at the site were those of long term equipment storage, and an operational parking facility for local haulage firms.

Key elements that require to be considered for improvement would include:

- Provide on-site staff to collect overnight parking fees;
- Provide clean and functional toilet and shower facilities for those paying by way of a key or code system; and
- Provide an effective security compound with continuous fencing / operational barrier system.

In the longer term, the provision of a hard-standing area would also be desirable. Clearly, the main challenge in achieving these improvements are the capital and operational finance that would be required.

6.7 Peterhead and Fraserburgh Lorry Parks

Both sites appeared to be operating successfully, with the two sites both being able to maintain facilities for overnight parking, alongside basic welfare facilities. Both sites are considered to be within a reasonable distance of facilities such as supermarkets or national chains of fast food restaurants. It would appear that the mixture of operational parking alongside overnight parking appears to be successful, provided that the correct balance between the two types of parking can be maintained.

A limited number of comments suggested that the existence of the two lorry parks is not well known. Whilst road-side directional signage is provided to the Peterhead site, we are unaware of similar signage being provided for the Fraserburgh site. It is suggested that the existence of the two sites is further highlighted, through the “Freight Scotland” website, and liaison with RHA and FTA, as well as through the proposed North East Freight Maps.

6.8 Lorry Park South of Aberdeen

6.8.1 Demand

The survey identified a total of 49 lorries parking overnight in the south of Aberdeen - between the city centre and as far south as Stonehaven. This provides an indication of the total weekday demand for such a facility. However, we would suggest that some lorry drivers currently parking in industrial areas would continue to do so, as the convenience provided by a dedicated truck stop may be outweighed by the convenience of parking directly outside the next morning’s collection / delivery point. We would also note that some lorry drivers appear willing to park overnight on the trunk road lay-bys, even though other

alternatives are available. This would suggest that some would continue to choose this option, despite the provision of more suitable facilities.

Overall, it is suggested that a new lorry parking facility to be located to the south of Aberdeen could attract up to 30 lorries per night, dependent upon its specific location, the range of facilities provided, and the cost.

6.8.2 Design Considerations

The specific location is important, as it must be relatively straightforward to access from the principal freight routes, and ideally located reasonably close to facilities such as supermarkets / food outlets.

The principal facilities to be provided are toilets and showers, along with access to food / refreshments. Safety and security were highlighted as being important considerations, which could include overnight manning, security lighting and CCTV, along with a regulated barrier control system (which could be used for revenue collection).

The charges levied by the facility would also be an important consideration, with the lorry driver questionnaire suggesting that charges should be no greater than £15 per night with a meal voucher, and potentially under £10 if no food facilities are provided.

6.8.3 Operational Considerations

A facility based on accommodating up to 30 lorries per night, (with less at the weekend, Mondays, Fridays) would probably fail to operate on a fully commercial basis, as the revenue generated would not cover all operational and investment costs.

Options for overcoming this issue could be a combination of the following.

- Initial investment costs being provided by the public sector, with ongoing operational costs provided by the private sector from the revenue generated by the usage of the facility;
- Allowing a local haulage company to operate the site, thus mixing operational usage of the facility with overnight parking, and sharing security and welfare facilities.
- Locating the new facility adjacent to, or as part of, a 24 hour service facility (which could be a petrol station, a food restaurant, or supermarket).

6.8.4 Security Consideration

Security for parked lorries was found to be a high priority. Key concerns related to the theft of diesel from stationed vehicles, theft of loads, and some personal safety concerns. Over the course of the survey programme, some HGVs were observed with their trailers open, to demonstrate that no load was being carried. It was frequently noted that security should be identified as an important element for any new truck-stop facility located to the south of Aberdeen.

Specific guidance on the design and operation of secure truck parking areas has been developed by the European Union's SETPOS project, with advice on best practice available from http://www.setpos.eu/.

6.9 Summary

It is considered that the survey work presented within this report provides Nestrans and the local authorities in North East Scotland with a clear picture of the overall pattern of demand for overnight lorry parking in the region, an indication of the attitudes of lorry drivers towards lorry parking, as well as some detail of the trip and vehicle details. It is suggested that the findings of this work are used to inform the ongoing development of plans to provide suitable overnight lorry parking facilities in the North East of Scotland (particularly to the South of Aberdeen).

Capabilities on project:
Transportation

Appendix A –
North East Scotland Lorry Parking Survey Form

Capabilities on project:
Transportation

Observation Form Ref:_____

North East Scotland Lorry Parking Survey

- AECOM is undertaking a lorry parking survey on behalf of the local councils in North East Scotland and the regional transport partnership, Nestrans.
- We want to better understand existing lorry parking patterns in the north east of Scotland and provide improved facilities for lorry parking in the region (your responses are only used for this purpose).
- The survey results will also be used to help the development of a proposed new lorry parking facility south of Aberdeen.
- Please fill in the following questionnaire, and post it back to us using the enclosed stamped and addressed envelope.

This lorry was observed parked at _____ on _____

Q1. Is the journey you are currently making: *(Tick one only)*

Local within North East Scotland	☐
To/from elsewhere in Scotland	☐
To/from England/Wales/Ireland	☐
To/from Continental Europe	☐

Q2. What is your home base? _____

Q3. Where did you start today? _____

Q4. Where are you travelling to? _____

Q4b. Do you have any intermediate stops? _____

Q5. Is your journey to/from a port or rail terminal? If so, which one(s)?

Yes	☐	_____
No	☐	

Q6. What is the main purpose of this journey?
(Tick one only)

Delivery	☐
Collection	☐
Collection and Delivery	☐

Q7. How long did you park at this location? *(Tick one only)*

Up to 1 hour	☐
Up to 2 hours	☐
2 – 6 hours	☐
Overnight	☐
1 day	☐
Longer than 1 day	☐

Q8. What was the main reason for the stop? *(Tick one only)*

Rest Period (45 mins)	☐
Daily Rest Break (11 hours)	☐
Waiting for delivery slot	☐
Other (Please specify)	☐ _____

Q9. Why did you choose to park at this particular location? *(Tick all that apply)*

Convenience	☐
Lack of parking at destination	☐
Space available	☐
Fuel	☐
Other facilities	☐ _____

Q10. How frequently do you stop overnight in North East Scotland? *(Tick one only)*

2 – 3 times per week	☐
Once per week	☐
Once per fortnight	☐
Monthly	☐
Less frequently than monthly	☐

Q11. What are the biggest issues facing lorry parking in North East Scotland?

Q12. A new off-road truckstop facility is being considered to the South of Aberdeen. Which facilities would you consider to be important in providing overnight lorry parking? *(Tick all that apply)*

CCTV coverage	☐	Fuelling	☐
Refreshments	☐	Repairs	☐
WC	☐	Controlled entry/exit	☐
Showers	☐	Security compound	☐

Q12b. Of those ticked above, what do you consider to be the most important?

Q13. How much would you be prepared to pay for the use of such a facility? (including meal voucher) *(Tick one only)*

Up to £15.00 for 24 hours	☐
Up to £20.00 for 24 hours	☐
Up to £25.00 for 24 hours	☐
Up to £30.00 for 24 hours	☐

Comment _____

Q14. If such a facility were available today, would you have used it for the current trip? *(Tick one only)*

Yes	☐
No	☐

Comment _____

Q15. How do you cover expenses? *(Tick all that apply)*

Cash in advance	☐
Repaid for receipts collected	☐
Company account	☐

Q16. Do you have a typical weekly allowance?

Q17. Do you have any further comments about Lorry Parking or about any other issue affecting freight transport in North East Scotland?

Thank you for completing this questionnaire.

Capabilities on project:
Transportation

Appendix B –
Lorry Parking Locations

The parking locations and parking types of all vehicles observed (including those where only a lone trailer was left) are shown in the table overpage:

Table B.1 – Lorry Parking Locations

#	Road	Direction	Location	Type of Parking
1	A90 (S)	Southbound	Lay-by S of Stonehaven	OVERNIGHT (ASSUMED)
2	A90 (S)	Southbound	Lay-by before Auquhirie	45 MINUTES
3	A90 (S)	Northbound	Half mile S of Stonehaven Jctn	45 MINUTES
4	A90 (S)	Northbound	Off-road lay-by before Bridge of Dee	OVERNIGHT (CONFIRMED)
5	A90 (S)	Northbound	Off-road lay-by before Bridge of Dee	OVERNIGHT (CONFIRMED)
6	A90 (S)	Southbound	Lay-by before A956	OVERNIGHT (ASSUMED)
7	Muirend Road, Portlethen		Portlethen Shopping Centre	OVERNIGHT (CONFIRMED)
8	Muirend Road, Portlethen		Portlethen Shopping Centre	OVERNIGHT (ASSUMED)
9	Muirend Road, Portlethen		Portlethen Shopping Centre	OVERNIGHT (ASSUMED)
10	Muirend Road, Portlethen		Portlethen Shopping Centre	OVERNIGHT (CONFIRMED)
11	A90 (S)	Southbound	S of Muchalls	OVERNIGHT (ASSUMED)
12	A90 (S)	Southbound	N of Stonehaven	OVERNIGHT (ASSUMED)
13	A90 (S)	Southbound	Lay-by before Auquhirie	OVERNIGHT (ASSUMED)
14	A90 (S)	Northbound	N of Stracathro Jctn	OVERNIGHT (ASSUMED)
15	Riverside Drive	south side	On street	OVERNIGHT (ASSUMED)
16	Riverside Drive	south side	On street	OVERNIGHT (ASSUMED)
17	Greenwell Road	north side	East Tullos Ind Est	OVERNIGHT (CONFIRMED)
18	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
19	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
20	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
21	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
22	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
23	Greenwell Road	north side	East Tullos Ind Est	OPERATIONAL
24	Greenwell Road	south side	East Tullos Ind Est	OPERATIONAL
25	Blackness Road	east side	Altens Ind Est	OPERATIONAL
26	Blackness Road	east side	Altens Ind Est	OPERATIONAL
27	Blackness Road	east side	Altens Ind Est	OVERNIGHT (CONFIRMED)
28	Blackness Road	east side	Altens Ind Est	OVERNIGHT (CONFIRMED)
29	Blackness Road	east side	Altens Ind Est	OPERATIONAL
30	Souterhead Road	north side	Altens Ind Est	45 MINUTES

#	Road	Direction	Location	Type of Parking
31	Minto Drive	south side	Altens Ind Est	OPERATIONAL
32	Minto Drive	east side	Altens Ind Est	OVERNIGHT (ASSUMED)
33	Souterhead Road	south side	Altens Ind Est	OVERNIGHT (CONFIRMED)
34	Craigshaw Drive	south side	West Tullos Ind Est	OVERNIGHT (ASSUMED)
35	Craigshaw Drive	south side	West Tullos Ind Est	OVERNIGHT (CONFIRMED)
36	Craigshaw Drive	east side	West Tullos Ind Est	OVERNIGHT (ASSUMED)
37	Craigshaw Drive	west side	West Tullos Ind Est	OPERATIONAL
38	Craigshaw Drive	west side	West Tullos Ind Est	OVERNIGHT (ASSUMED)
39	Riverside Park		Davidson Park, Port Elphinstone	OVERNIGHT (ASSUMED)
40	A96	Northbound	Lay-by W of Pitcaple (N of Inveramsay)	OVERNIGHT (CONFIRMED)
41	Burghmuir Circle	west side	Blackhall Ind Est	OPERATIONAL
42	Burghmuir Circle	west side	Blackhall Ind Est	OVERNIGHT (CONFIRMED)
43	Burghmuir Circle	west side	Blackhall Ind Est	OVERNIGHT (ASSUMED)
44	Burghmuir Circle	west side	Blackhall Ind Est	OVERNIGHT (CONFIRMED)
45	Burghmuir Circle	west side	Blackhall Ind Est	OVERNIGHT (CONFIRMED)
46	Burghmuir Circle	north side	Blackhall Ind Est	OVERNIGHT (CONFIRMED)
47	Burghmuir Circle	west side	Blackhall Ind Est	OVERNIGHT (ASSUMED)
48	Burghmuir Way	west side	Blackhall Ind Est	OVERNIGHT (CONFIRMED)
49	Highclere Business Park, Inverurie		Highclere Business Park	OVERNIGHT (ASSUMED)
50	A96	Southbound	Lay-by S of Blackhall Roundabout	OVERNIGHT (ASSUMED)
51	A96	Northbound	Lay-by N of Clinterty Roundabout	OVERNIGHT (ASSUMED)
52	A90 (N)	Northbound	Lay-by Boddam/Stirling Village	OVERNIGHT (ASSUMED)
53	B&Q (Peterhead)		Lay-by	45 MINUTES (ASSUMED)
54	B&Q (Peterhead)		Lay-by	45 MINUTES
55	Maxwell Place		Watermill Ind Estate	OVERNIGHT (CONFIRMED)
56	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OVERNIGHT (ASSUMED)
57	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OVERNIGHT (ASSUMED)
58	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
59	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
60	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
61	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OVERNIGHT (CONFIRMED)
62	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OVERNIGHT (CONFIRMED)

#	Road	Direction	Location	Type of Parking
63	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
64	Fraserburgh Lorry Park		Fraserburgh Lorry Park	45 MINUTES
65	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
66	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
67	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
68	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OPERATIONAL
69	Fraserburgh Lorry Park		Fraserburgh Lorry Park	OVERNIGHT (ASSUMED)
70	A90 (N)	Southbound	Lay-by N of St Fergus Gas Terminal	OVERNIGHT (CONFIRMED)
71	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
72	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
73	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
74	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
75	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
76	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
77	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
78	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
79	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
80	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
81	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
82	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
83	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
84	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
85	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
86	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
87	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
88	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (CONFIRMED)
89	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (CONFIRMED)
90	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
91	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
92	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
93	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
94	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL

#	Road	Direction	Location	Type of Parking
95	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (CONFIRMED)
96	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
97	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
98	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
99	Peterhead Lorry Park		Peterhead Lorry Park	OPERATIONAL
100	Peterhead Lorry Park		Peterhead Lorry Park	OVERNIGHT (ASSUMED)
101	Dales Industrial Estate, Peterhead		Dales Ind Est	OVERNIGHT (ASSUMED)
102	A90 (N)	Southbound	Lay-by S of Balmedie, S Jctn	OVERNIGHT (ASSUMED)
103	Burnside Road	north side	Farburn Ind Est	OVERNIGHT (CONFIRMED)
104	Burnside Road	north side	Farburn Ind Est	OVERNIGHT (ASSUMED)
105	Howe Moss Drive (by Craibs)	east side	Kirkhill Ind Est	OVERNIGHT (ASSUMED)
106	Howe Moss Avenue	west side	Kirkhill Ind Est	OPERATIONAL
107	Howe Moss Avenue	west side	Kirkhill Ind Est	OPERATIONAL
108	Howe Moss Drive (by Craibs)	east side	Kirkhill Ind Est	OVERNIGHT (CONFIRMED)
109	Howe Moss Drive (south of Jctn w/HM Cresc)	east side	Kirkhill Ind Est	OVERNIGHT (CONFIRMED)
110	Tern Place	north side	Murcar Ind Est	OVERNIGHT (CONFIRMED)
111	Denmore Road	south of Greenbrae Dr Jctn	Informal parking area	OVERNIGHT (ASSUMED)
112	Denmore Road	south of Greenbrae Dr Jctn	Informal parking area	OVERNIGHT (ASSUMED)
113	Denmore Road	south of Greenbrae Dr Jctn	Informal parking area	OPERATIONAL
114	Denmore Road	south of Greenbrae Dr Jctn	Informal parking area	OVERNIGHT (CONFIRMED)
115	Greenhole Place	south side	Bridge of Don Ind Est	OVERNIGHT (ASSUMED)
116	Broadfold Road	west side	Bridge of Don Ind Est	OVERNIGHT (CONFIRMED)
117	Silverburn Crescent	south side	Bridge of Don Ind Est	OVERNIGHT (CONFIRMED)
118	Silverburn Place	east side	Bridge of Don Ind Est	OVERNIGHT (ASSUMED)
119	Cloverhill Road		Bridge of Don Ind Est	OVERNIGHT (ASSUMED)
120	Broadfold Road (N of Ellon Road Jctn)	south side	Bridge of Don Ind Est	OVERNIGHT (ASSUMED)
121	York Place	east side	Harbour Area	OVERNIGHT (CONFIRMED)
122	Clarence Street	north side	Harbour Area	OVERNIGHT (CONFIRMED)
123	Church Street	east side	Harbour Area	OVERNIGHT (ASSUMED)
124	Miller Street	east side	Harbour Area	OVERNIGHT (ASSUMED)
125	Miller Street	east side	Harbour Area	OVERNIGHT (ASSUMED)
126	Miller Street	east side	Harbour Area	OVERNIGHT (ASSUMED)

#	Road	Direction	Location	Type of Parking
127	York Street	south side	Harbour Area	OVERNIGHT (ASSUMED)
128	St Clement Street	north side	Harbour Area	OVERNIGHT (CONFIRMED)
129	St Clement Street	south side	Harbour Area	OVERNIGHT (CONFIRMED)
130	Clarence Street	south side	Harbour Area	OVERNIGHT (ASSUMED)
131	Black's Lane (in Streamline Lane)	north side	Harbour Area	OVERNIGHT (CONFIRMED)
132	Badentoy Place	west side	Badentoy Park	OVERNIGHT (ASSUMED)
133	Badentoy Place	west side	Badentoy Park	OVERNIGHT (ASSUMED)
134	Badentoy Crescent	east side	Badentoy Park	OVERNIGHT (CONFIRMED)
135	Badentoy Avenue	north side	Badentoy Park	OVERNIGHT (ASSUMED)
136	Badentoy Avenue	north side	Badentoy Park	OVERNIGHT (ASSUMED)
137	Claymore Drive	west side	Science & Technology Park, Bridge of Don	OVERNIGHT (ASSUMED)
138	Pocra Quay	east side	Harbour Area	OVERNIGHT (ASSUMED)
139	York Place	east side	Harbour Area	OVERNIGHT (CONFIRMED)
140	York Place	east side	Harbour Area	OVERNIGHT (ASSUMED)
141	York Place	west side	Harbour Area	OVERNIGHT (CONFIRMED)
142	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (ASSUMED)
143	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (CONFIRMED)
144	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (ASSUMED)
145	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (ASSUMED)
146	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (ASSUMED)
147	Altens Lorry Park		Altens Lorry Park	OVERNIGHT (ASSUMED)
148	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
149	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
150	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
151	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
152	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
153	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
154	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
155	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
156	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
157	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
158	Altens Lorry Park		Altens Lorry Park	OPERATIONAL

#	Road	Direction	Location	Type of Parking
159	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
160	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
161	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
162	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
163	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
164	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
165	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
166	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
167	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
168	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
169	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
170	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
171	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
172	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
173	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
174	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
175	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
176	Altens Lorry Park		Altens Lorry Park	OPERATIONAL
177	Altens Lorry Park		Altens Lorry Park	OPERATIONAL

In addition, approximately 40 lorries were observed parking overnight at the A90 Stracathro Services, located in Angus.

Appendix C – Lorry Parking Plans

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This appendix also presents graphical representations of the observed lorry parking locations across the Nestrans area. These representations have been derived from the GPS data logging undertaken as part of the survey.

In the following section, the marked points (indicating a stopping location) have been colour coded to indicate the type of parking observed at that location as follows:

Table C.1 – Lorry Parking Types

Point Colour	Type of Parking	Comment
Yellow	45 Minutes	Parking as part of 45 minute rest break.
Green	Overnight Parking	These points typically show parking required as part of the daily rest break, but also include parking enforced by driving hours expiring. These also include those locations where overnight parking has been assumed.
Pink	Operational	Operational parking (including lone trailer storage).
Blue	Various (Combination)	This classification has been applied to locations where it was noted that in addition to overnight parking, vehicles are parking for operational reasons.

All remaining points are in red. This identifies the points where a stopping location was flagged using the GPS data logger but no vehicles were observed at that location.

The following graphical representations (overpage) are generally set out according to the types of lorry parking this report has categorised:

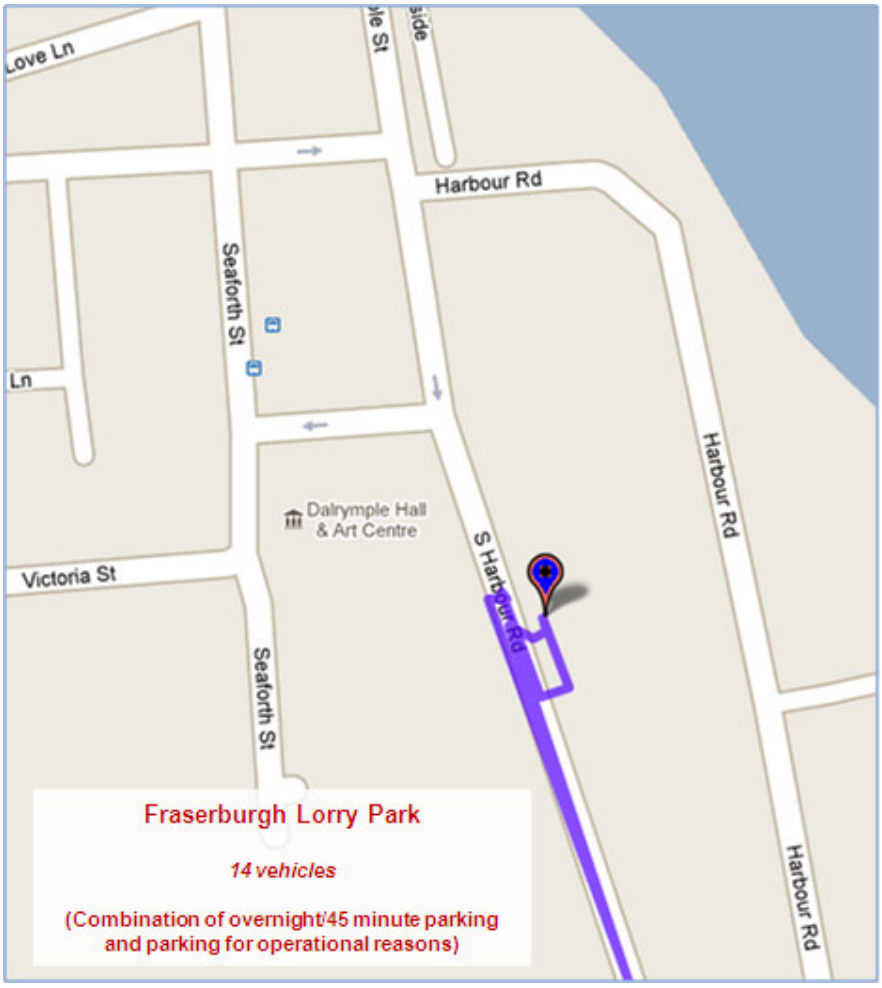
- Formal Lorry Parks;
- Parking in Industrial Estates (Including Authorised Lorry Parking Areas in Aberdeen);
- Trunk Road Lorry Parking; and
- Informal Parking Areas.

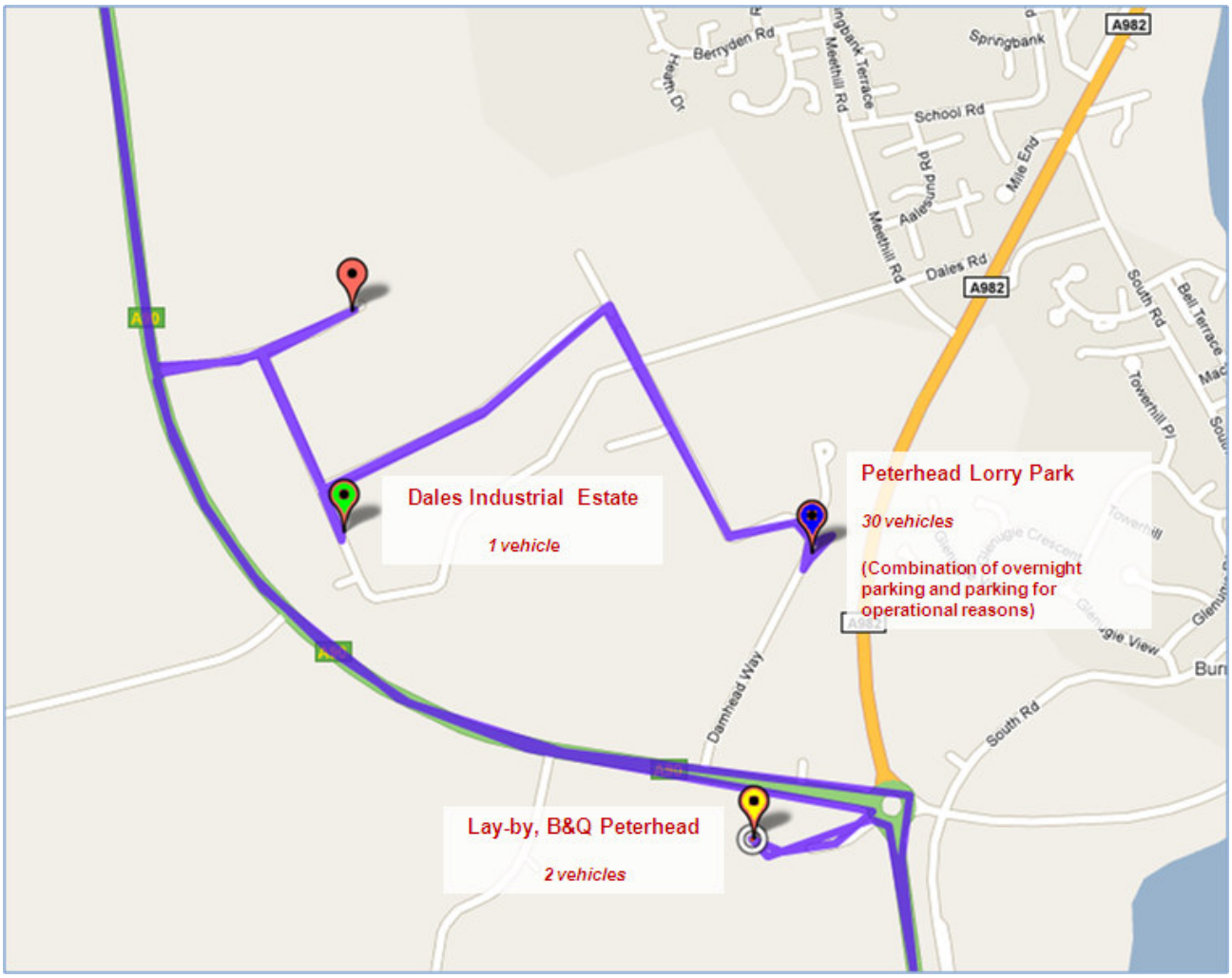
In addition, at the end of this appendix, overview Ordnance Survey maps of the Nestrans area and the Aberdeen City area are presented to demonstrate the overall distribution of lorry parking, the level of which at each observed location is identified by the size of the mapped points.

These maps also mark the areas where the surveys were undertaken.

Capabilities on project:
Transportation

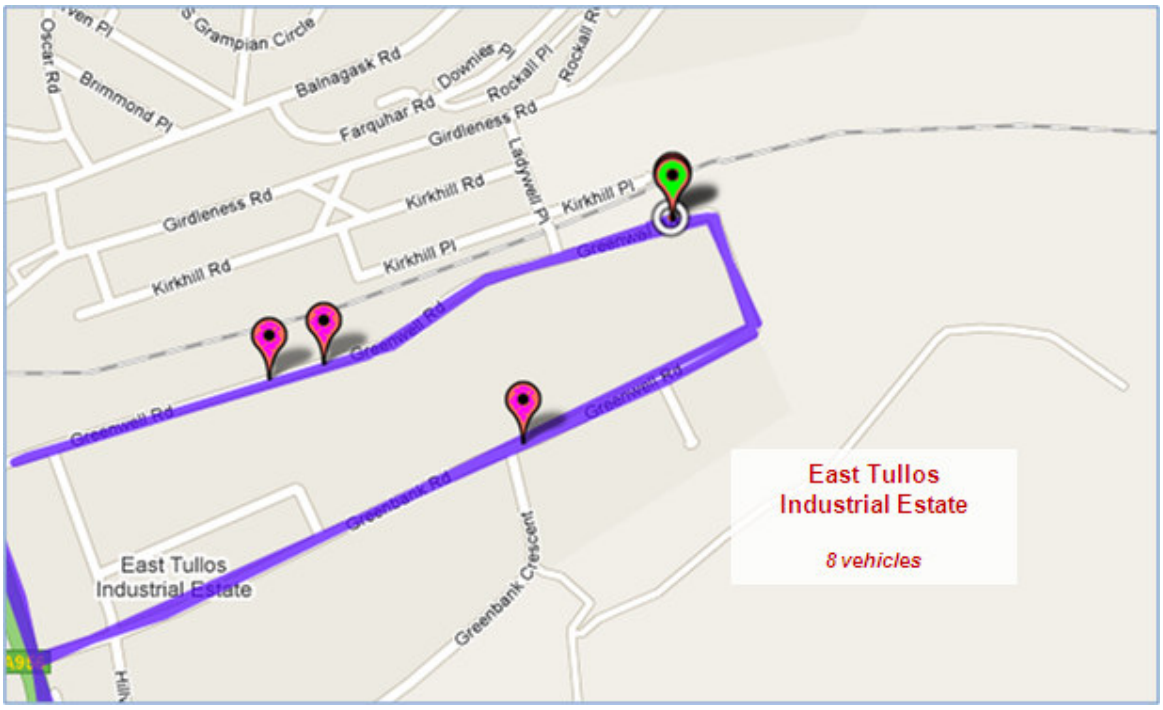
Formal Lorry Parks

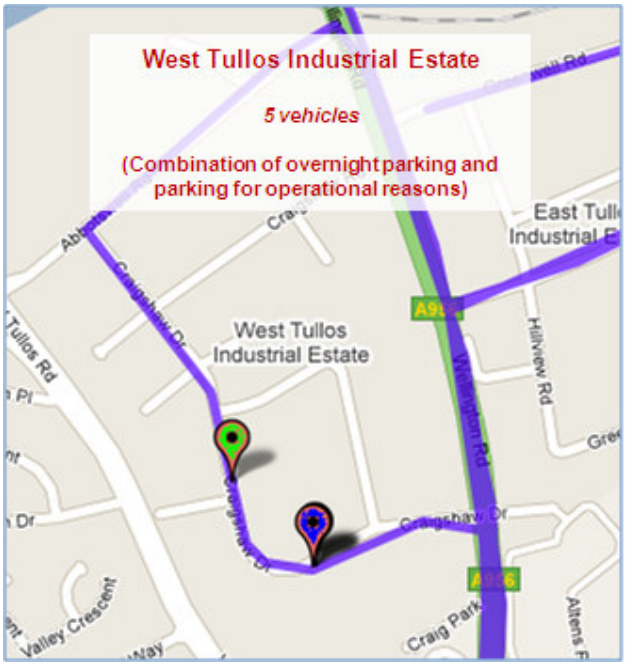




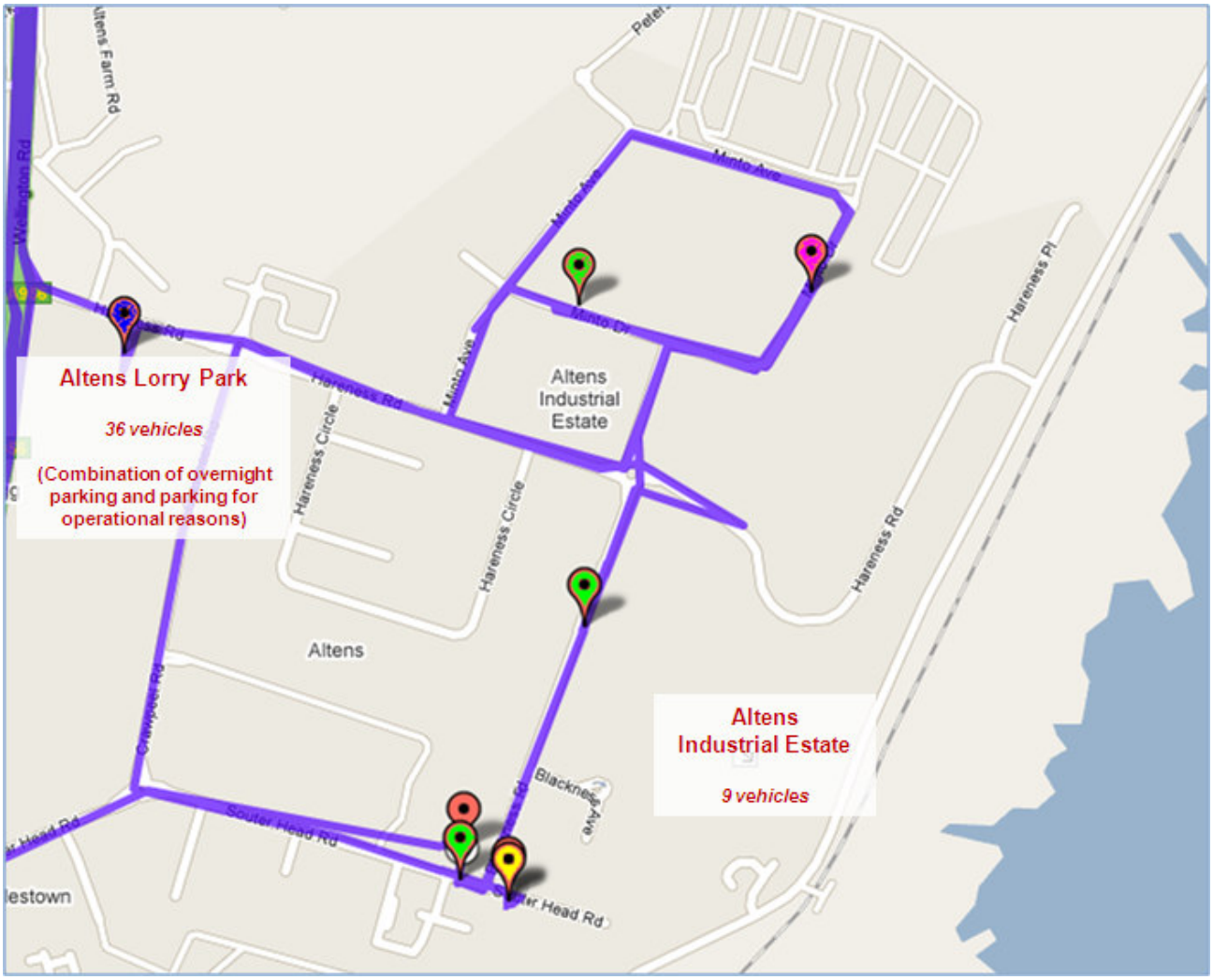
N.B. Owing to their geographical proximity, this representation also identifies parking in areas outwith the formal lorry park.

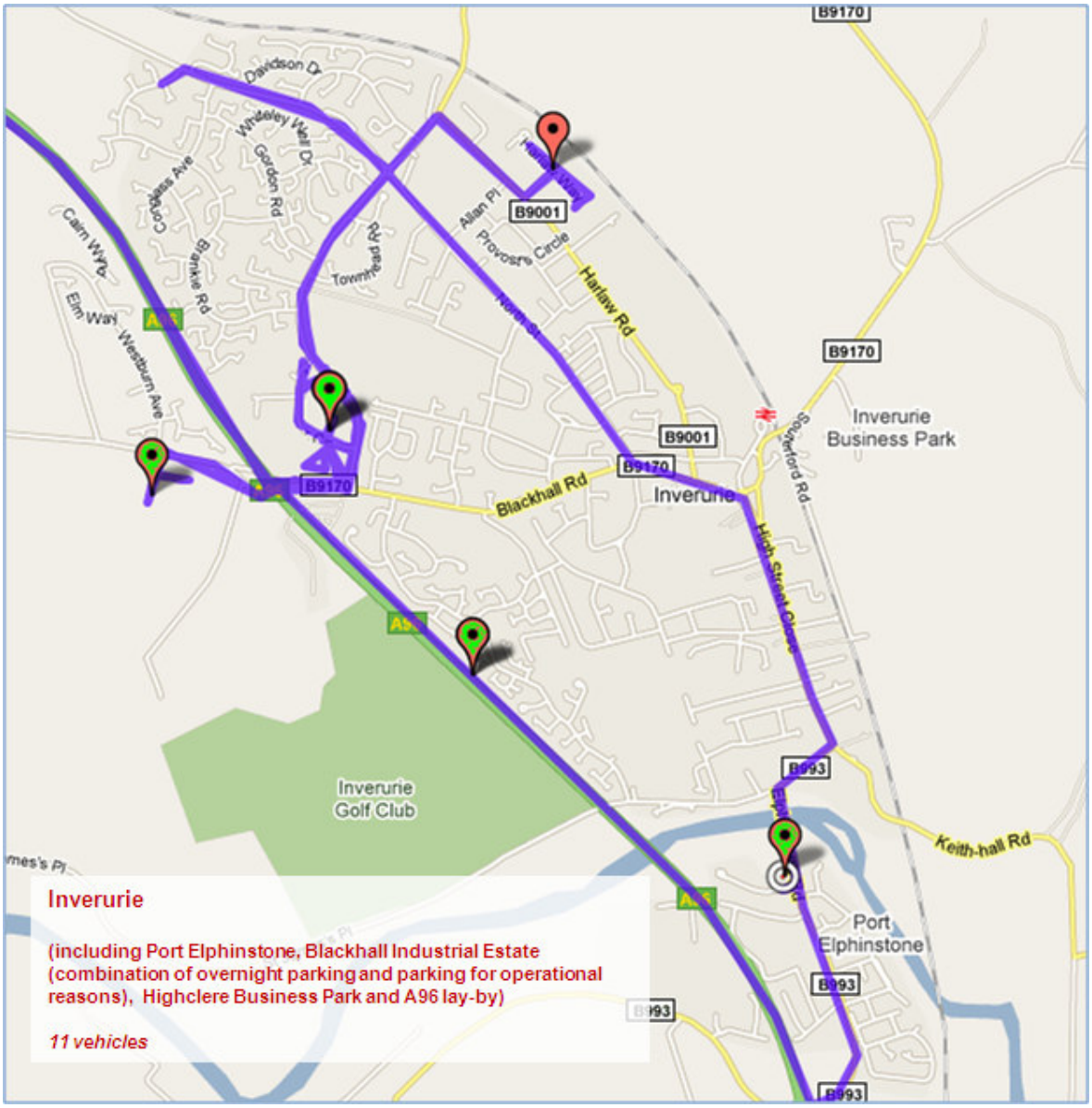
Parking in Industrial Estates (Including Authorised Lorry Parking Areas in Aberdeen)





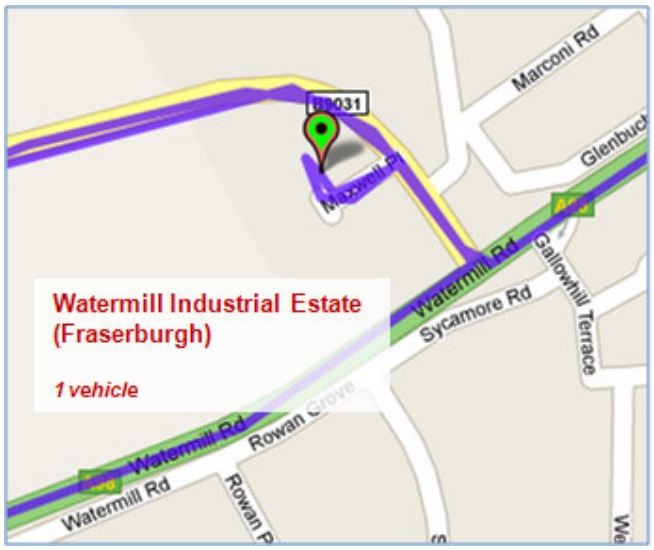
Capabilities on project:
Transportation

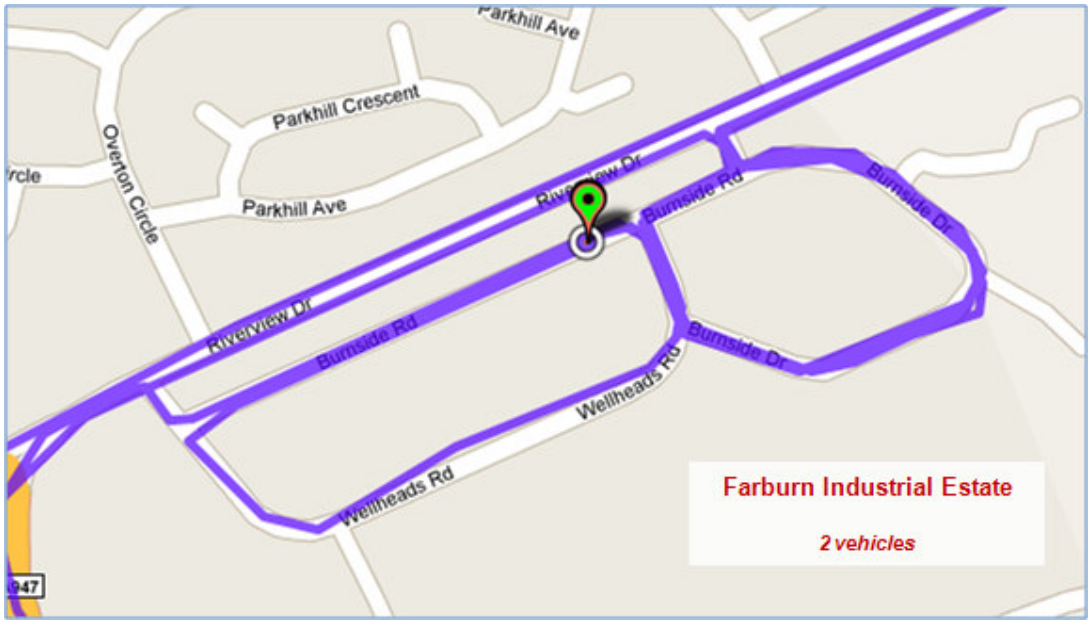




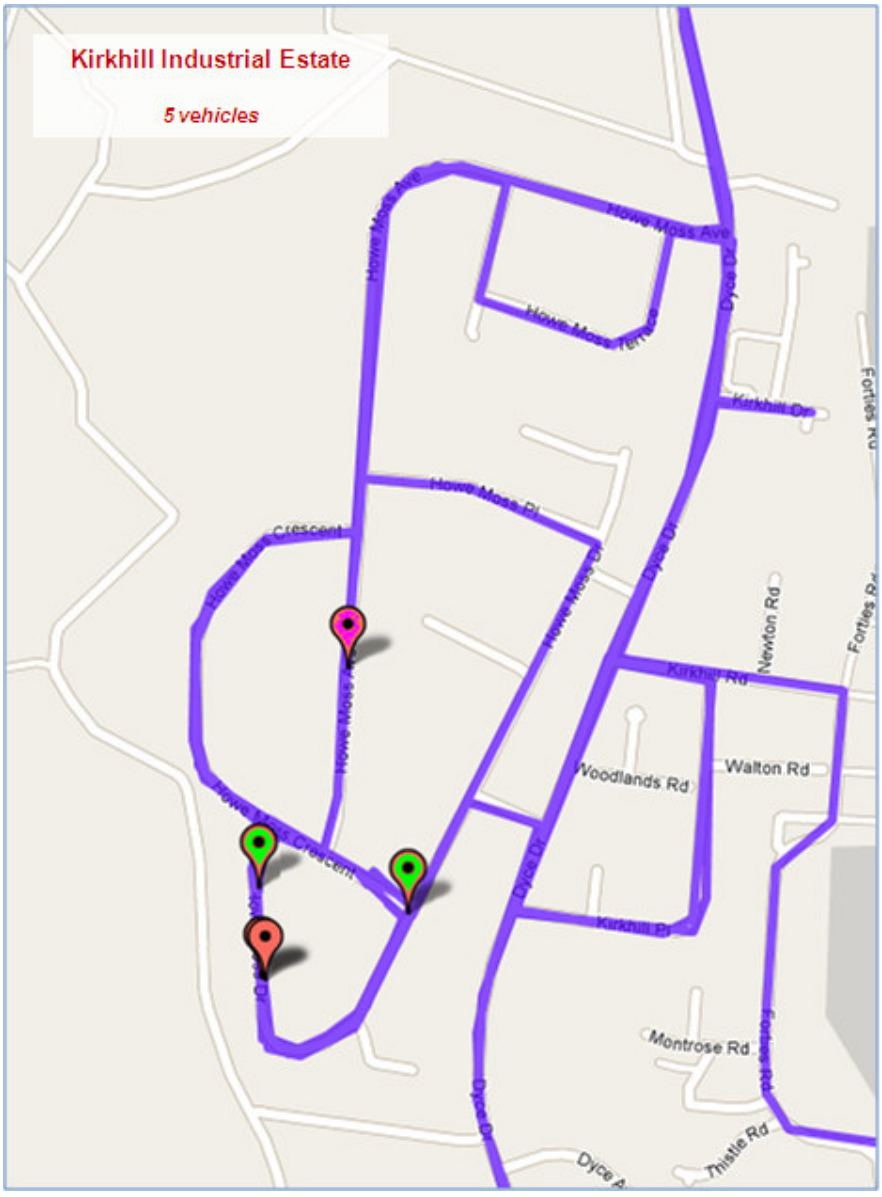
N.B. Owing to their geographical proximity, this representation also identifies parking in other areas outwith this category.

Capabilities on project:
Transportation





Capabilities on project:
Transportation



Capabilities on project:
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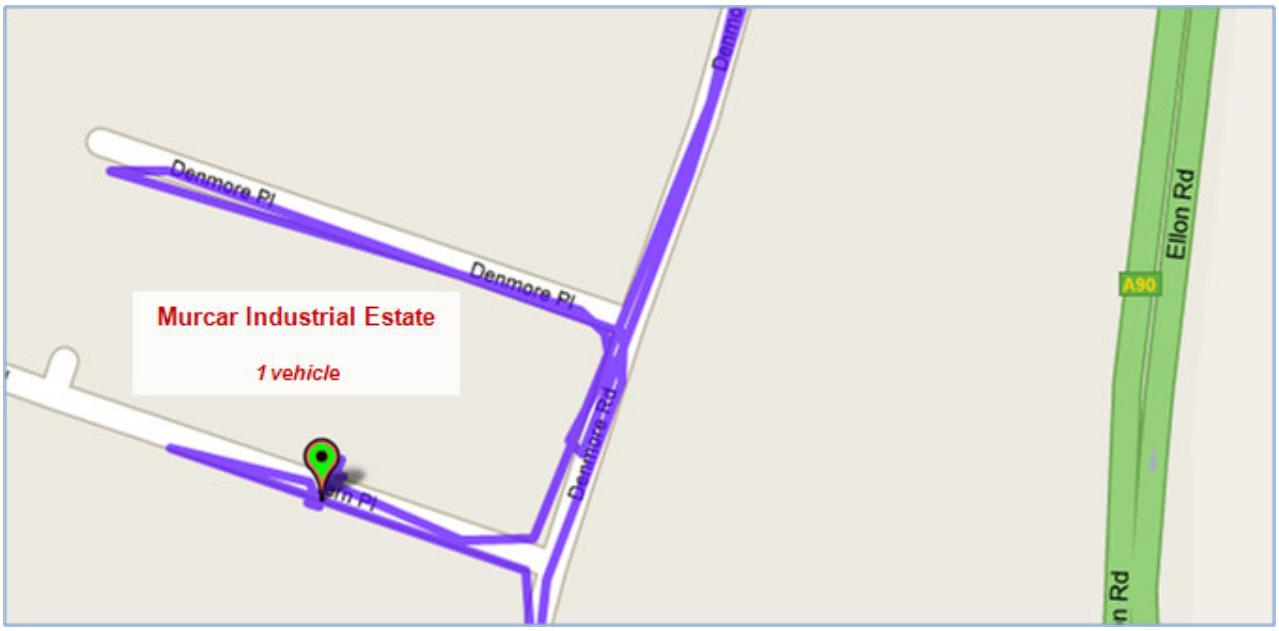

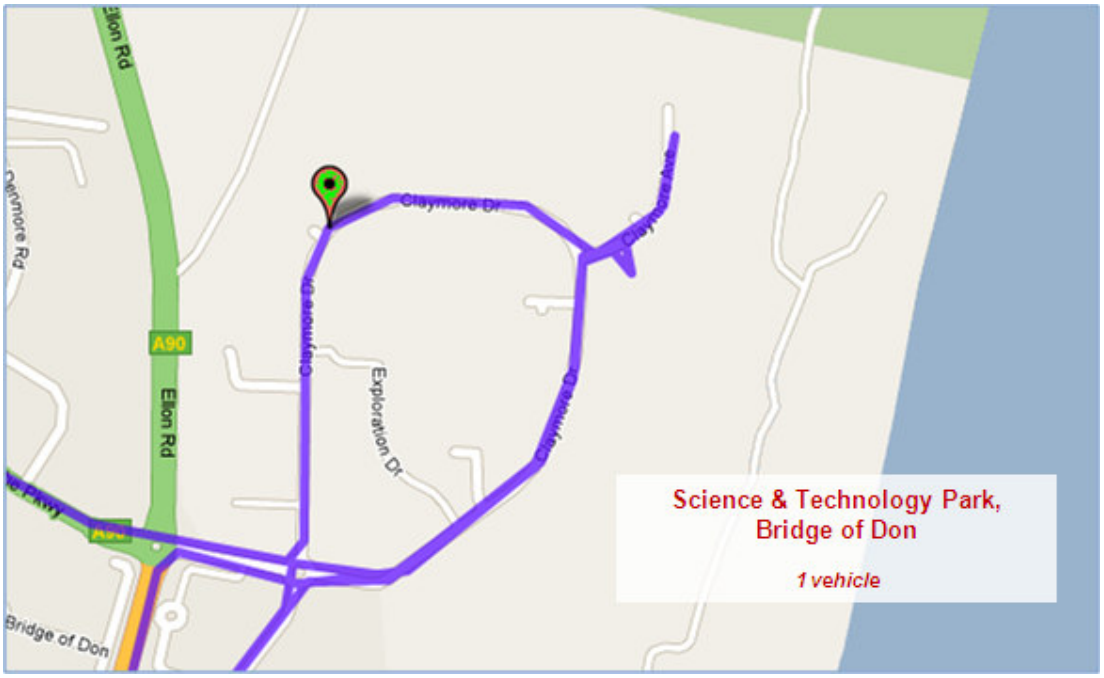

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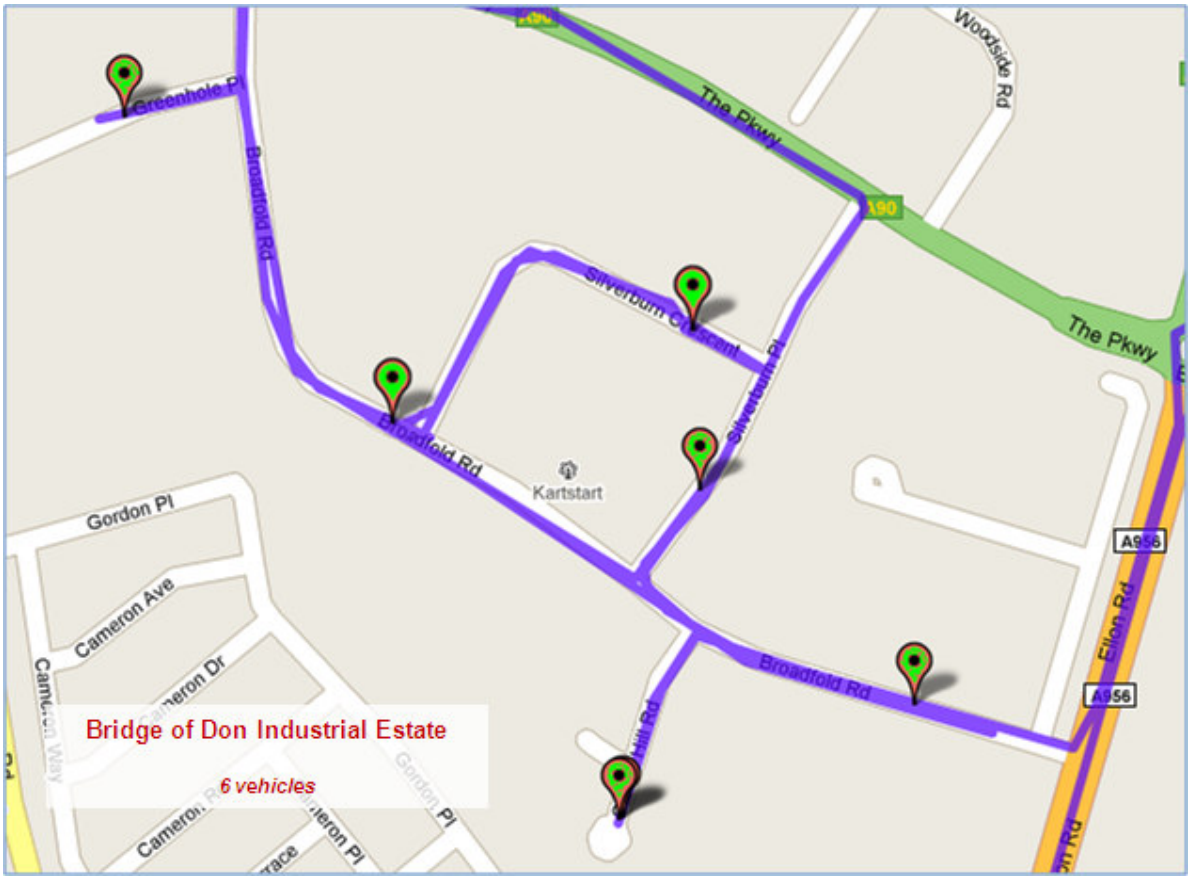

Capabilities on project:
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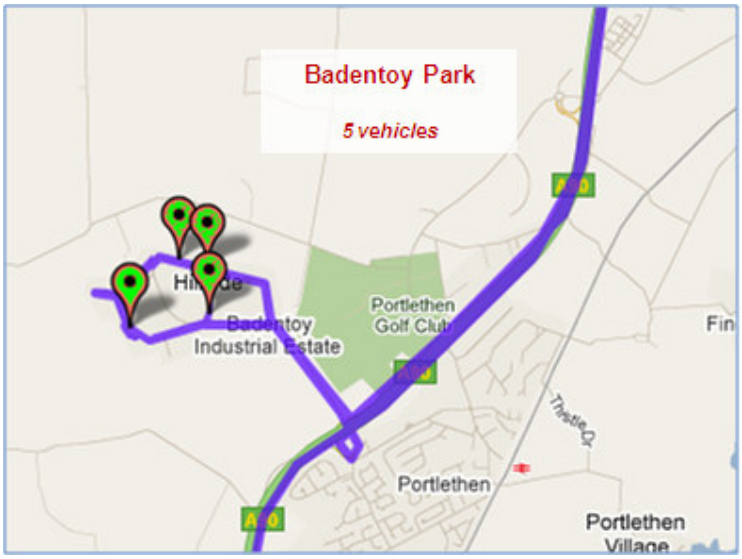
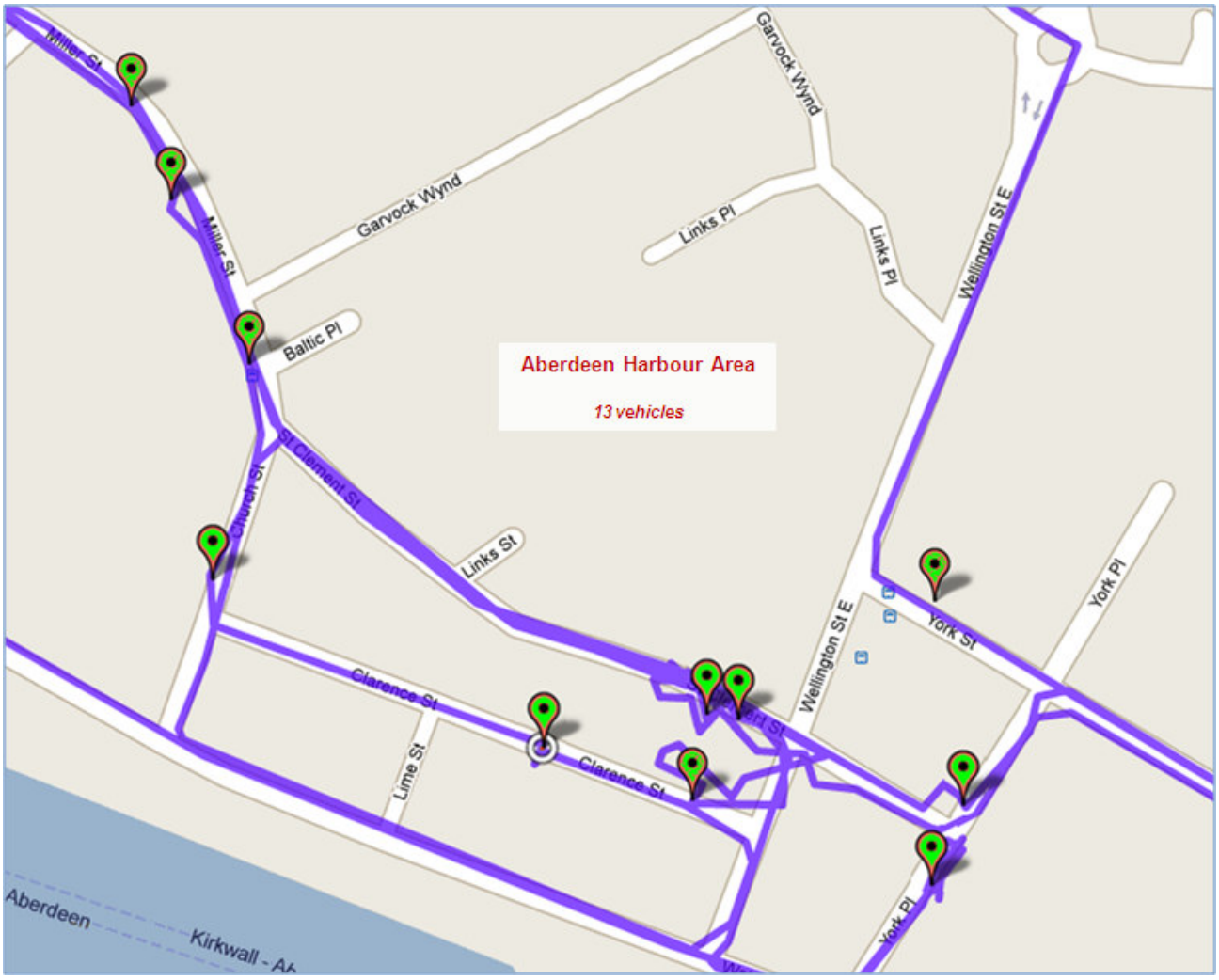
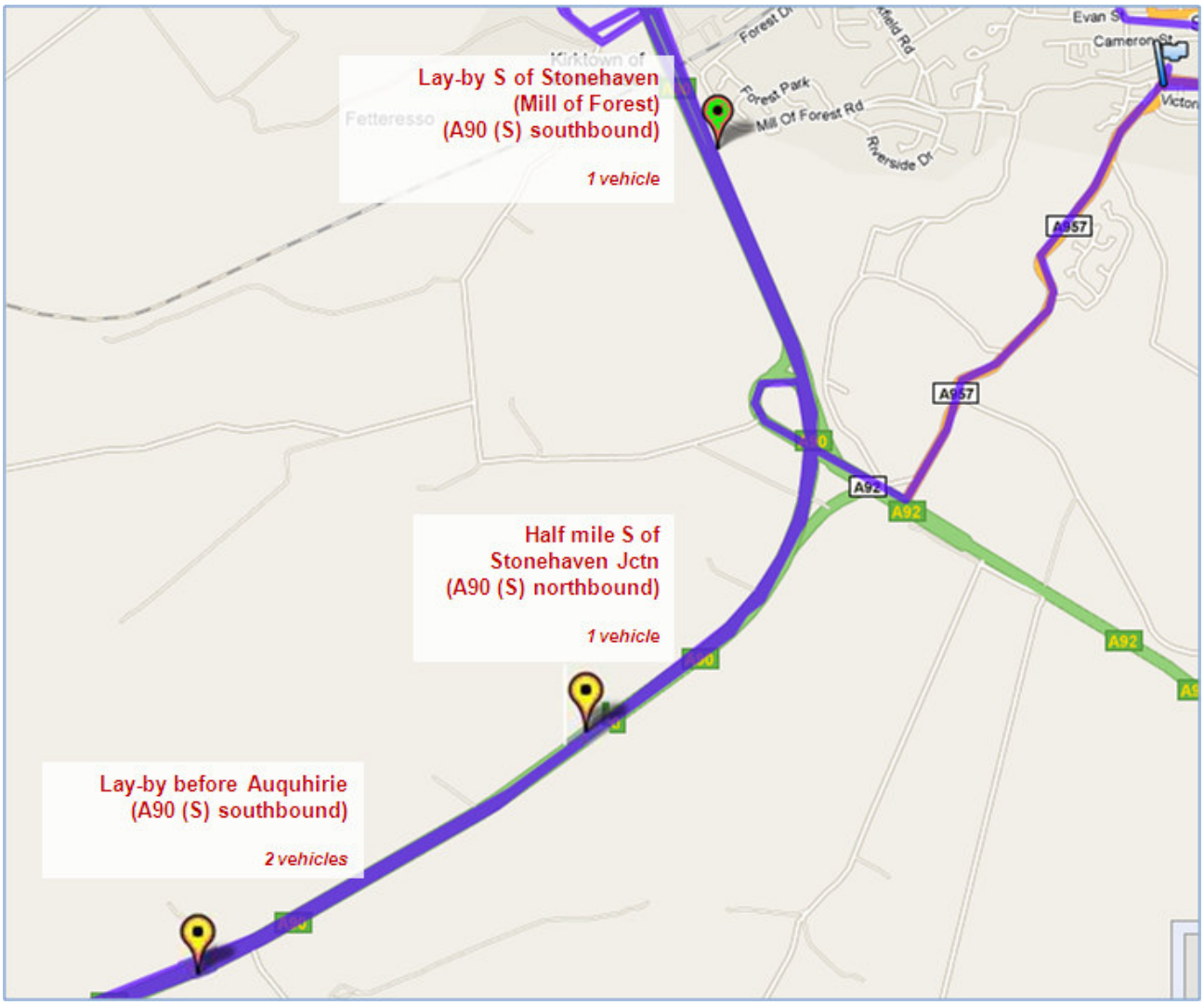


Capabilities on project:
Transportation

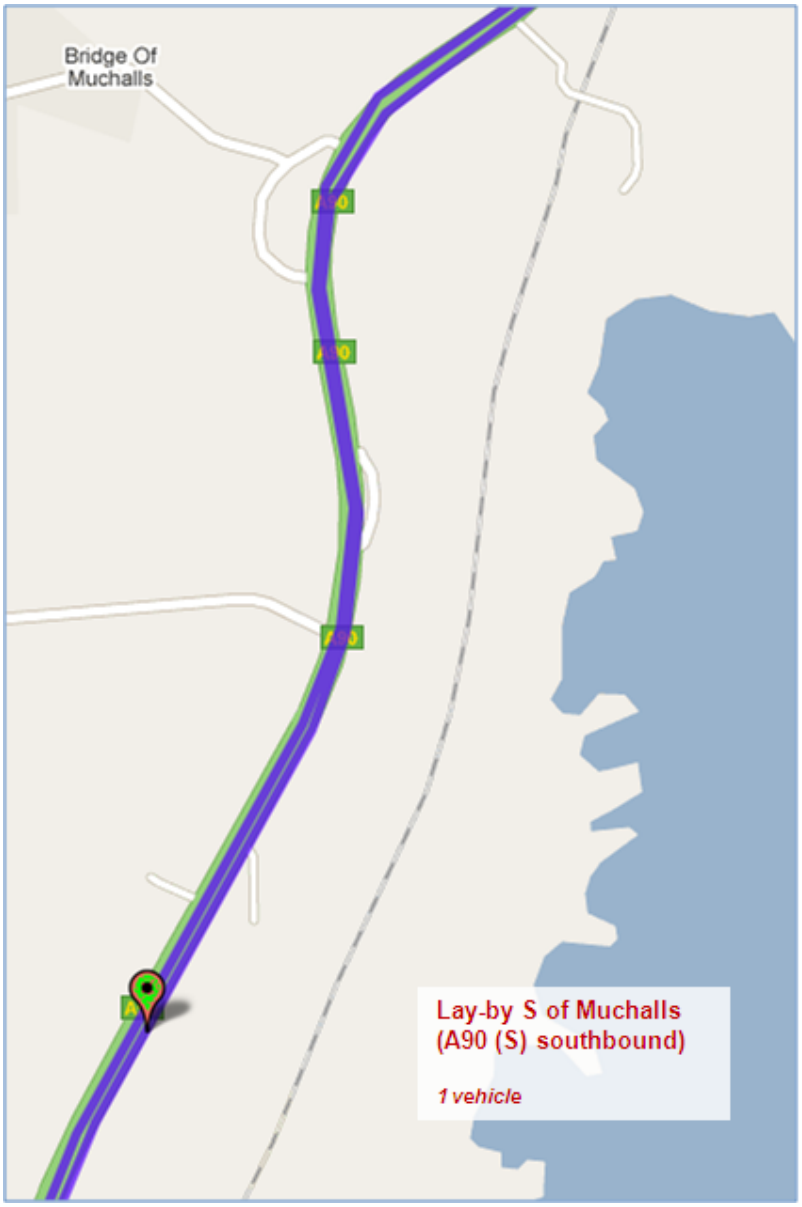


Capabilities on project:
Transportation

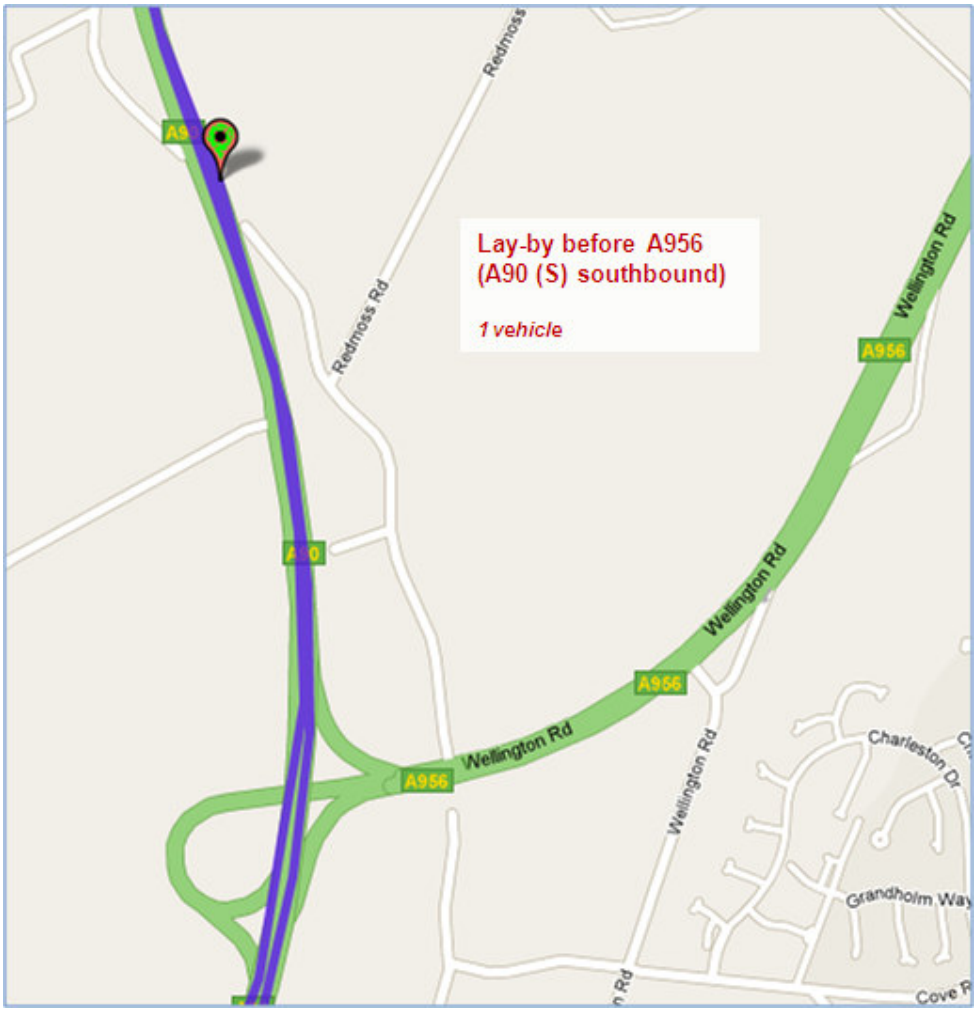
Trunk Road Lorry Parking



Capabilities on project:
Transportation



Capabilities on project:
Transportation



Capabilities on project:
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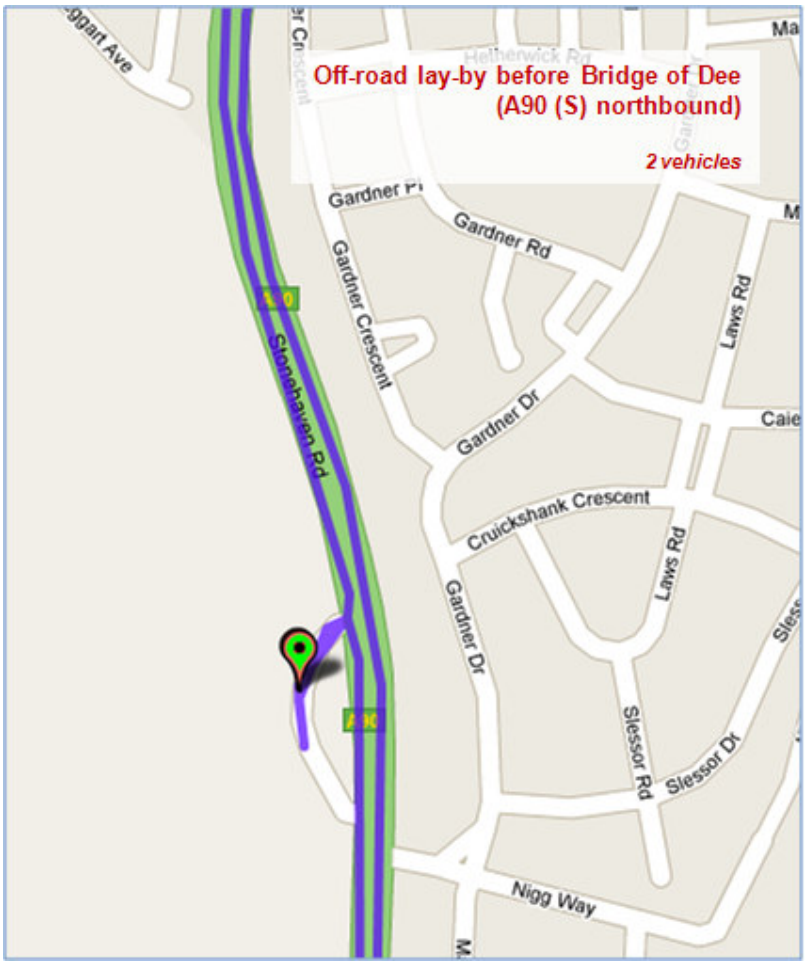

Capabilities on project:
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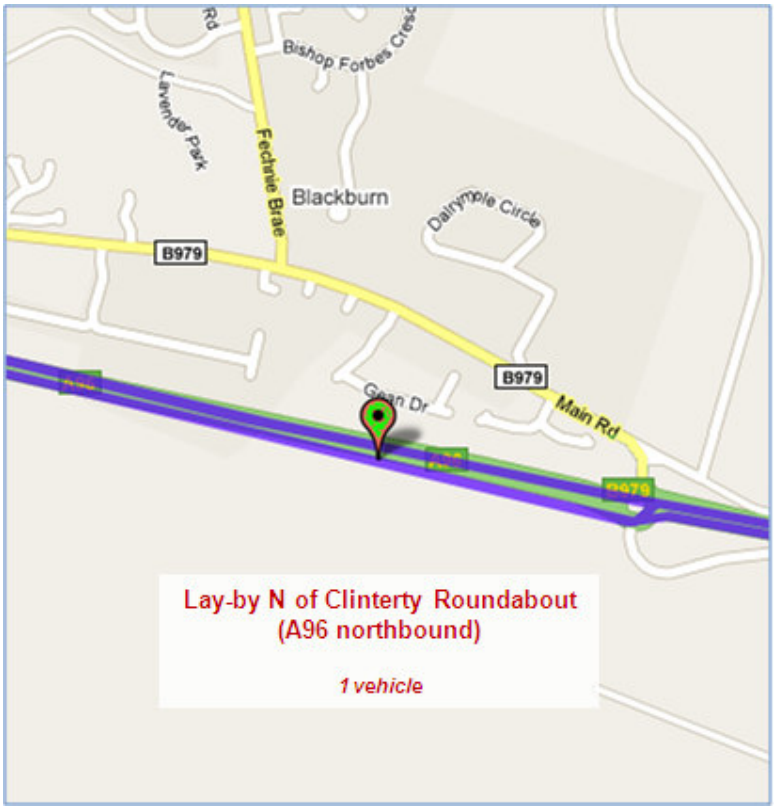

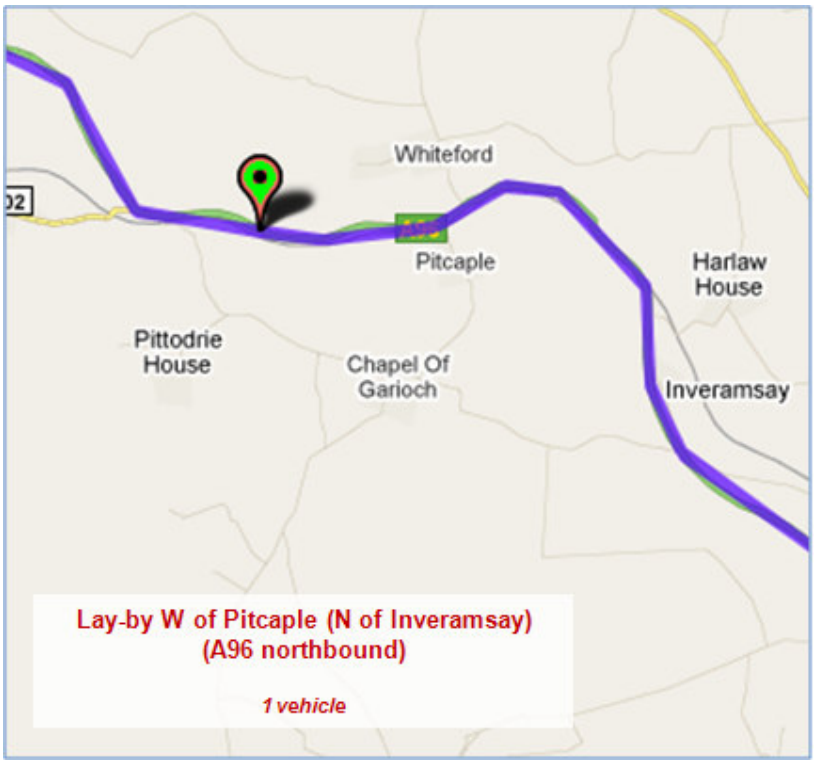

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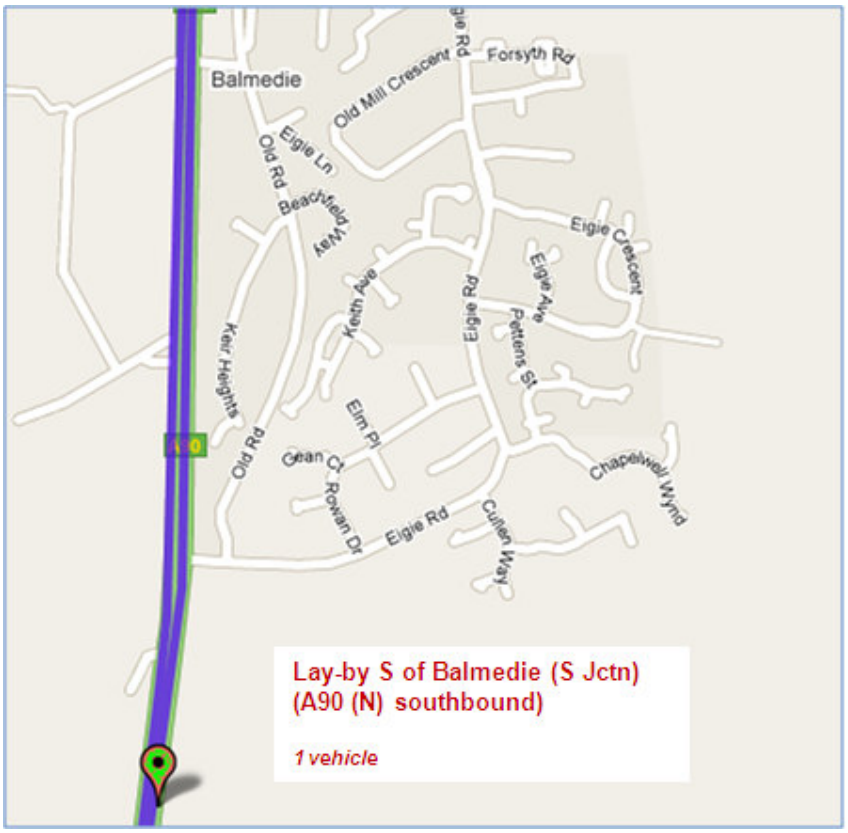

Capabilities on project:
Transportation

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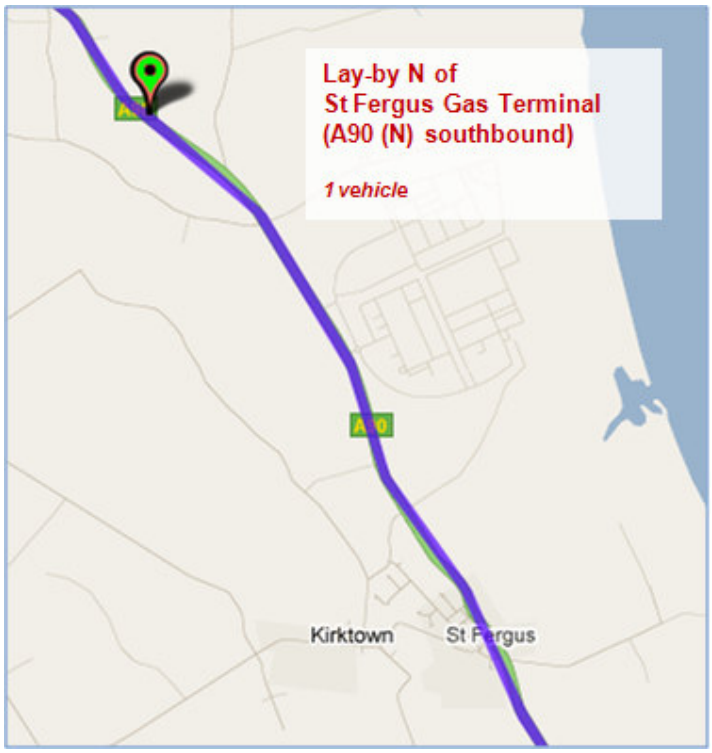
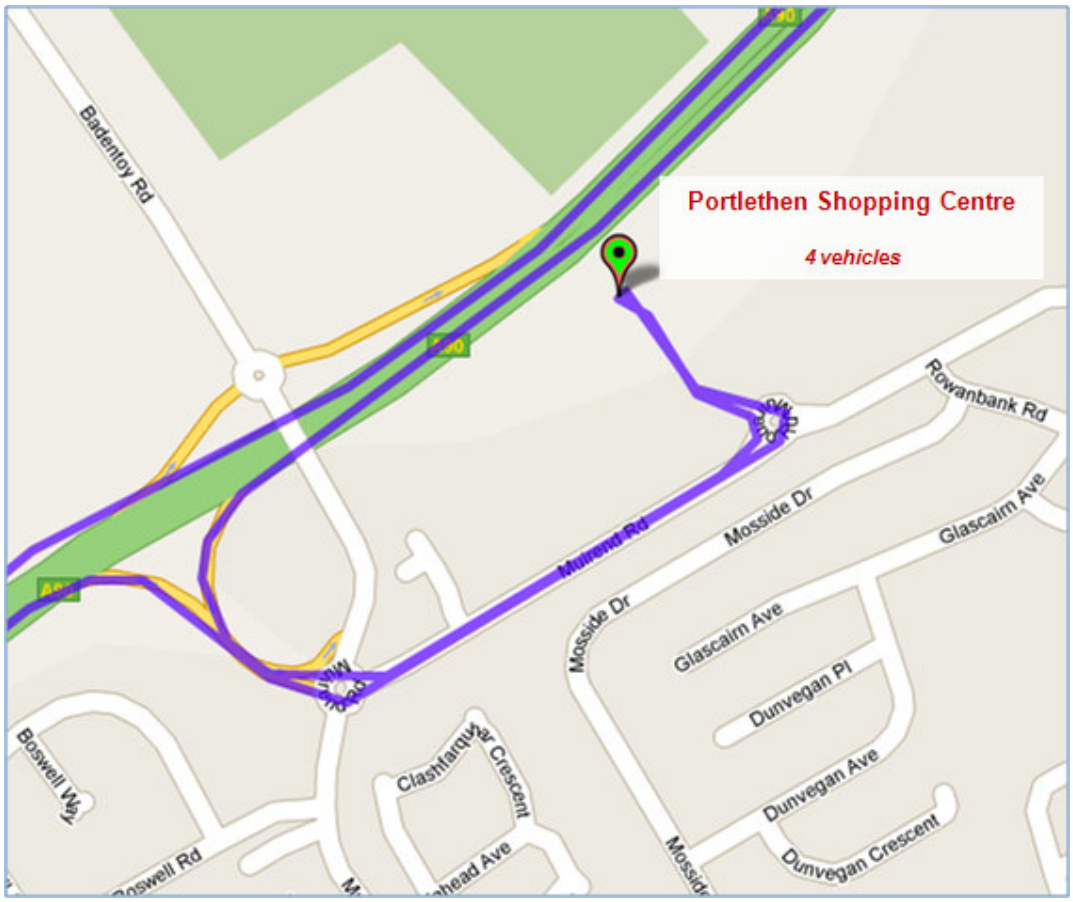


Capabilities on project:
Transportation

Informal Parking Areas



Capabilities on project:
Transportation

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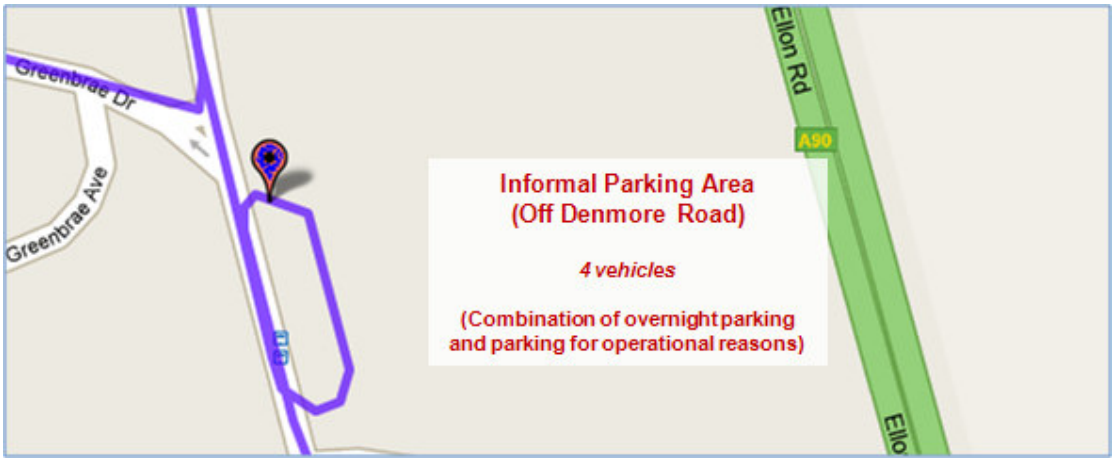
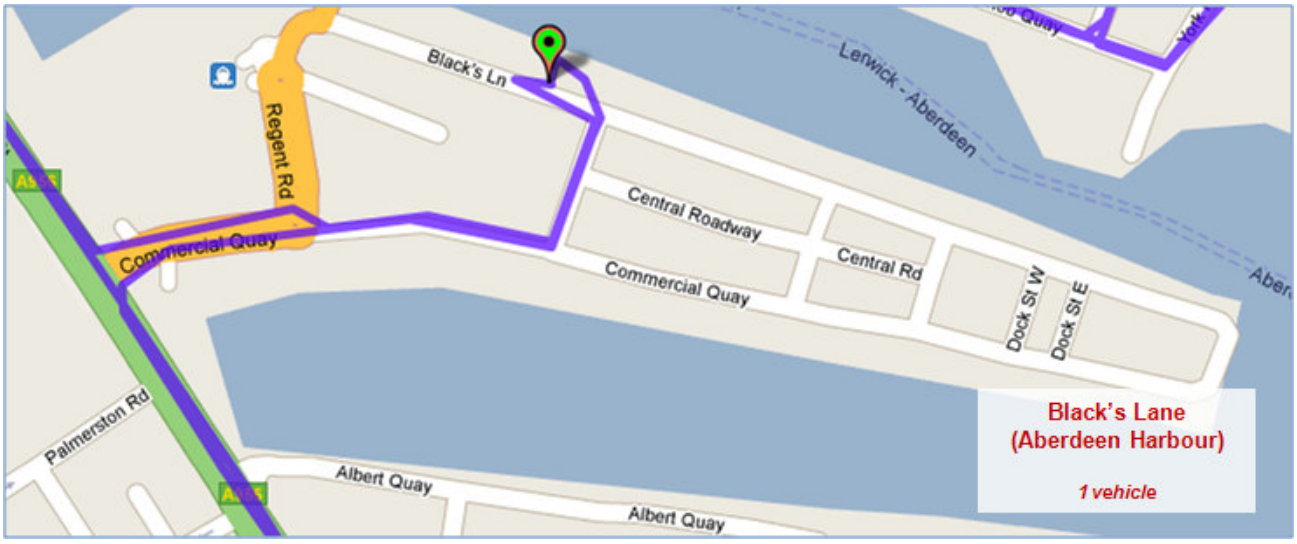
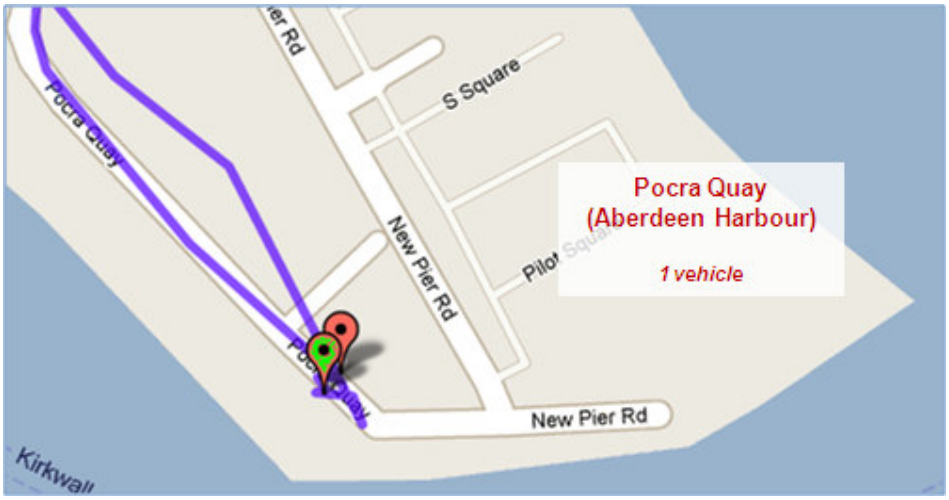
Transportation





Capabilities on project:
Transportation



Capabilities on project:
Transportation

Nestrans Area Overview

Capabilities on project:
Transportation

Capabilities on project:
Transportation

Aberdeen City Area Overview

Capabilities on project:
Transportation