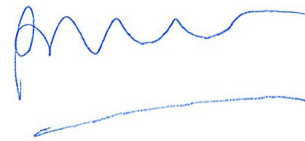


Lorry Parking Strategy

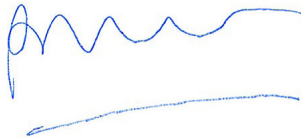




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Lorry Parking Strategy

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Executive Summary

Executive Summary

Introduction

AECOM was commissioned by HITRANS, to deliver a lorry parking strategy for the HITRANS region. This research follows work undertaken by the SCOTFLAG (Scottish Freight and Logistics Advisory Group) and current regional and Scottish Planning policies regarding the provision of parking locations for lorries across the country. 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. AECOM are currently employed by the Department for Transport (DfT) on the Lorry Parking Audit and have in the past written the Lorry Parking Baseline Report, as well as managing the LABEL and SETPOS European Lorry Parking projects.

Key Survey Results

Extent of Lorry Parking

The survey team investigated lorry parking locations in all of the major towns across Highlands, Moray and Argyll and Bute as well as Inverness City. Existing lorry park locations were surveyed as well as laybys along major trunk roads linking these nodes. Traditionally the Highlands have not been a parking problem and space is abundant. The main cause of concern for Trunk Road operators and Local Authorities is that of inappropriate or illegal parking.

Parking Numbers

In total 149 vehicles were witnessed parking with the large majority using designated parking locations. Vehicles were also witnessed parking in laybys and industrial estates across the region. Fort William and Inverness were the busiest parking locations with the next largest proportion of vehicles parking out of town in laybys along the many miles of Trunk Roads in the region. Scottish based operators made up a significant proportion of total vehicles with very few foreign vehicles sighted.

Parking Location

Where available designated lorry parks were well used and often additional facilities such as shower, cafe and WC were an attraction for drivers. Security across the region is considered less of an issue than at lorry parks in the South and England with most locations being publically accessible. Off street parking in Industrial Estates was common and drivers reported few instances of enforcement of road traffic laws.

Parking Strategy Development

Site Investigation

A number of parking locations were assessed for suitability for future development into lorry parks. 'Future proofing' of lorry parking demand and the provision of bad weather emergency parking locations were also required in the clients brief. A number of suggestions were made for the improvement to existing lorry parking facilities to the inclusion of mixed use Park and Ride sites, as well as the complete development of a new lorry park at a number of locations.

Demand Oriented

What was clear following the vehicle survey is that where parking exists, it could be better advertised. Once the demand for parking has been satisfied that would be the time to move onto develop new parking locations. As a result of this the first and foremost requirement for a lorry parking strategy would be the addition of signage on a local and region wide level to encourage more drivers to park appropriately. Drivers were also surveyed to help create a relative price point for parking at a new facility.

Further Parking Requirements

The designation of certain car parking sites to include off-peak lorry parking provision was also considered and a number of key towns across the region, could for a small fee, upgrade or re-designate existing parking locations to include overnight lorry parking. This option could also help supplement existing facilities by providing a 'tier' of parking choices for drivers and operators. In addition designation of car parks to include lorries may become a reasonable source of revenue generation for Local Authorities, and will help to minimise maintenance costs for damage caused by vehicles parking inappropriately.

Summary

The survey work presented within this report provides HITRANS and the Local Authorities in the Highlands and Islands of Scotland with a clear picture of the overall pattern of demand for overnight lorry parking in the region. 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 Highland Area, particularly to the south and east of Inverness.

Introduction

1 Introduction

1.1 Introduction

This is the first Lorry Parking Strategy to be developed for the HITRANS area. The development of this Strategy for the Highlands and Islands is timely, as it coincides with national lorry parking work currently being undertaken by SCOTFLAG (Scottish Freight and Logistics Advisory Group) and lorry parking studies recently completed by neighbouring Regional Transport Partnerships Nestrans and Tactran. AECOM was commissioned by HITRANS to develop this Strategy.

In the HITRANS area, lorry parking has been the subject of recent developer interest in an Inverness Gateway south of the city, which could include a lorry parking facility, and the issue of lorry parking in the Highlands and Islands, and across Scotland as a whole has also been the subject of recent Scottish Government attention following a period of severe winter weather which has highlighted the importance of considering options for overnight parking and appropriate facilities developed at strategic locations.

This Lorry Parking Strategy will enhance understanding of parking patterns and related issues across the HITRANS area and will assess the level of demand for developing new lorry parking locations or improving existing sites.

1.2 Lorry Parking – The Context

Given the peripherality of the HITRANS area from key markets, and 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 HITRANS area covers an extensive geographical area and road freight provides the principal means of transporting goods to and from the Highlands and Islands. The principal trade routes to, from and within the region are:

- A9;
- A96;
- A95;
- A82;
- A83; and
- A85.

Island communities in the HITRANS area also rely on freight being transported by road to and from the principal ports and ferry terminals in the region.



Vehicles parked in layby – A9 Milton of Leys

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).

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 Lorry Parking Strategy

The remainder of this Strategy is structured as follows:

- Section 2 – Review of Existing Situation;
- Section 3 – Methodology;
- Section 4 – Results;
- Section 5 – Development of Lorry Parking Strategy; and
- Section 6 – Summary.

In addition, a series of appendices support this Lorry Parking Strategy for the HITRANS area:

- Appendix 1 – Site Observation and Operator Interview Form;
- Appendix 2 – Roadside Observation Form;
- Appendix 3 – Driver Interview Form;
- Appendix 4 – Roadside Observation Results Table; and
- Appendix 5 – Driver Interview Results Table.

Review of Existing Situation

2 Review of Existing Situation

2.1 Introduction

This section considers the links between the Lorry Parking Strategy and the HITRANS Regional Transport Strategy and reviews current lorry parking policy and how this relates to the Highlands and Islands. This includes:

- Scottish transport and freight policy; and
- National (UK) lorry parking policy.

Cognisance is also taken of other recent regional lorry parking work undertaken in Scotland and elements of planning policy relating to the provision of lorry parking.

A review of existing lorry parking characteristics in the HITRANS area is also undertaken in this Section. This includes:

- A review of existing freight flows; and
- A review of known lorry parking locations and issues associated with these locations.

2.2 Current Lorry Parking Guidance and Policy

Road transport is the dominant mode for the transport of freight in the HITRANS area, with approximately 8.7 million tonnes of freight transported by HGV in the region on an annual basis (excluding Argyll & Bute).

Freight transport is a key policy area within the HITRANS Regional Transport Strategy (RTS). The RTS sets out the following aspirations for freight:

- Enhance effectiveness and efficiency of freight transport;
- Optimise modal shift opportunities for freight transit by rail and coastal shipping;
- Enhance co-ordination within, and support for, the freight industry; and
- Co-ordinated freight policies and plans, locally, regionally and nationally.

The table below demonstrates how the HITRANS Lorry Parking Strategy will complement the freight aspirations of the RTS:

Table 2.1 – HITRANS Lorry Parking Strategy

Freight Aspiration	Link to Lorry Parking Strategy
Enhance effectiveness and efficiency of freight transport.	✓
Optimise modal shift opportunities for freight transit by rail and coastal shipping.	
Enhance co-ordination within, and support for, the freight industry.	✓
Co-ordinated freight policies and plans, locally, regionally and nationally.	✓

2.3 Scotland's National Transport Strategy

Scotland's National Transport Strategy (NTS) underlines the importance of freight movement to our economy. The NTS is supported by a National Freight Action Plan, which sets out the key issues facing freight in Scotland, and an action plan.

A key objective of the Freight Action Plan is to improve the accessibility of rural and remote areas for freight and address the transport needs of businesses and industry located in these areas.

Peripherality is a key issue for freight in Scotland as a whole, with long journey times to and from important markets, and this translates further in the case of the Highlands and Islands area. This theme is also reflected within the HITRANS RTS.

The Lorry Parking Strategy for the HITRANS region will provide benefits for lorry drivers visiting the area, but also for local drivers travelling within the area, for example when they require 45 minute rest breaks.

The development of a Lorry Parking Strategy for the HITRANS region comes at a time when lorry parking policy is becoming further developed at the national level. This is reflected in the work of SCOTFLAG – the Scottish Freight and Logistics Advisory Group.

With regard to Lorry Parking, a Research Paper presented at the SCOTFLAG meeting in 2009 noted freight industry feedback on the lack of suitable lorry parking facilities in Scotland. Inadequate lorry parking is seen as having potentially negative impacts on:

- Haulage companies, for example through damage to vehicles or theft of goods if vehicles are parked in an unsecure location or the generation of bad publicity if one of their vehicles is in a residential area overnight;
- Drivers, for example through risks associated with crime, or road safety related risks; and
- Members of the public, for example through noise caused by refrigeration units or safety risks associated with lorries parking in residential areas.

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 HITRANS area will provide additional support for this research.

2.4 DfT Lorry Parking Baseline Report

In 2009, the Department for Transport published a Lorry Parking Baseline Report to confirm the current situation of lorry parking in England and issues associated with lorry parking.

The report featured a detailed survey of lorry drivers. Key outcomes of this survey considered of particular relevance to the HITRANS area include:

- Reasons why drivers use lorry parks, include:
 - Secure parking;
 - Company policy; and
 - Facilities (such as showers).
- Driver opinions on the quality of existing lorry parking facilities:
 - The general quality of truck stops;
 - The availability of truck stops; and
 - Value for money.
- How to improve the lorry parking experience:
 - Cheaper;
 - More available; and
 - Better facilities.
- Locations where is it most difficult to park overnight:
 - 15% surveyed stated 'everywhere' in England.

These issues will be explored as part of the development of the HITRANS Lorry Parking Strategy.

2.5 Strategy for Lorry Parking in England (DfT, 2009)

Further to the Lorry Parking Baseline Report, the DfT published its Strategy for Lorry Parking Provision in November 2009. This sets out strategic objectives for lorry parking provision:

- *Build on the current understanding of lorry parking provision and investigate the demand requirements up to 2014 – 2019 and beyond if necessary;*
- *Define the position of lorry parking policy at national, regional and local levels where required;*
- *Support Industry by providing Best Practice Guidance and further information to help stabilise business;*
- *Create an environment where lorry parking schemes can be brought forward by the private sector as more feasible investment opportunities. To help to make lorry parking businesses more sustainable and competitive;*
- *Increase awareness of existing lorry parking locations and encourage their appropriate usage. Increase the awareness of areas in need of lorry parking;*
- *Encourage the development and use of secure lorry parking locations with an added intention of improving working conditions for drivers.*

The Strategy also sets out an action plan, focussing on:

- A lorry parking model;
- Policy/planning engagement to facilitate protection/development of lorry parking provision;
- Best practice guidance;
- Financial considerations;
- Consideration of using other sites (such as Park and Rides);
- Reducing inappropriate lorry parking, for example through the use of Traffic Regulation Orders and pay meters;
- Promotion of lorry parking facilities, for example through the Truckstop Guide;
- Use of technology (such as satellite navigation) in identifying lorry parking locations and supporting information such as weight and height restrictions. This could provide benefits for drivers that require an alternative location to park for the night;
- Stakeholder communication; and
- Engaging with European lorry parking projects (e.g. SETPOS).

The application of actions within this Strategy in the context of lorry parking in the HITRANS area will be considered further in developing the Lorry Parking Strategy.

2.6 Other Scottish Regional Freight Policies

Elsewhere, neighbouring Regional Transport Partnerships Tactran and Nestrans have recently undertaken region-wide lorry parking surveys to assess the level of overnight lorry parking in their areas.

The Tactran survey identified a number of lorries parking on-road overnight, however it was also noted that demand for overnight parking exceeds capacity and there is a need for more off-road parking in the region. This survey confirmed that three lorries were observed parking on the A9 north of Pitlochry (northbound towards the HITRANS area) with four parking on the southbound carriageway (i.e. travelling from the HITRANS area towards Perth). However, most lorries observed parking north of Perth were parked at the Motorgrill services at Ballinluig (15 in total).

The work in the Nestrans area identified operational parking, rest break parking and overnight parking across the region and confirmed that a relatively high concentration of overnight lorry parking to the south of Aberdeen provides the most suitable area for any new or improved lorry parking facility in the region. However, there were no issues emerging from the Nestrans study of particular relevance to lorry parking in the HITRANS area.

Owing to the clear links between HITRANS and these areas, this strategy for the HITRANS area takes note of the outcomes of this work by the neighbouring Regional Transport Partnerships.

2.7 Planning Policies applied to Lorry Parking

In developing the Lorry Parking Strategy, cognisance must also be taken of Scottish Planning Policy (February 2010), as the provision of any lorry parking capacity in the HITRANS area is governed by the planning system.

With specific reference to lorry parking, Scottish Planning Policy states:

“Existing lorry park facilities should be safeguarded and, if required, development plans should provide for additional overnight lorry parking related to the trunk road network and at other locations where there is a high volume of lorry traffic. Off road lorry parking provision should include provision of refreshment, WC and shower facilities and should be covered by CCTV.

2.8 Review of Existing Freight Flows

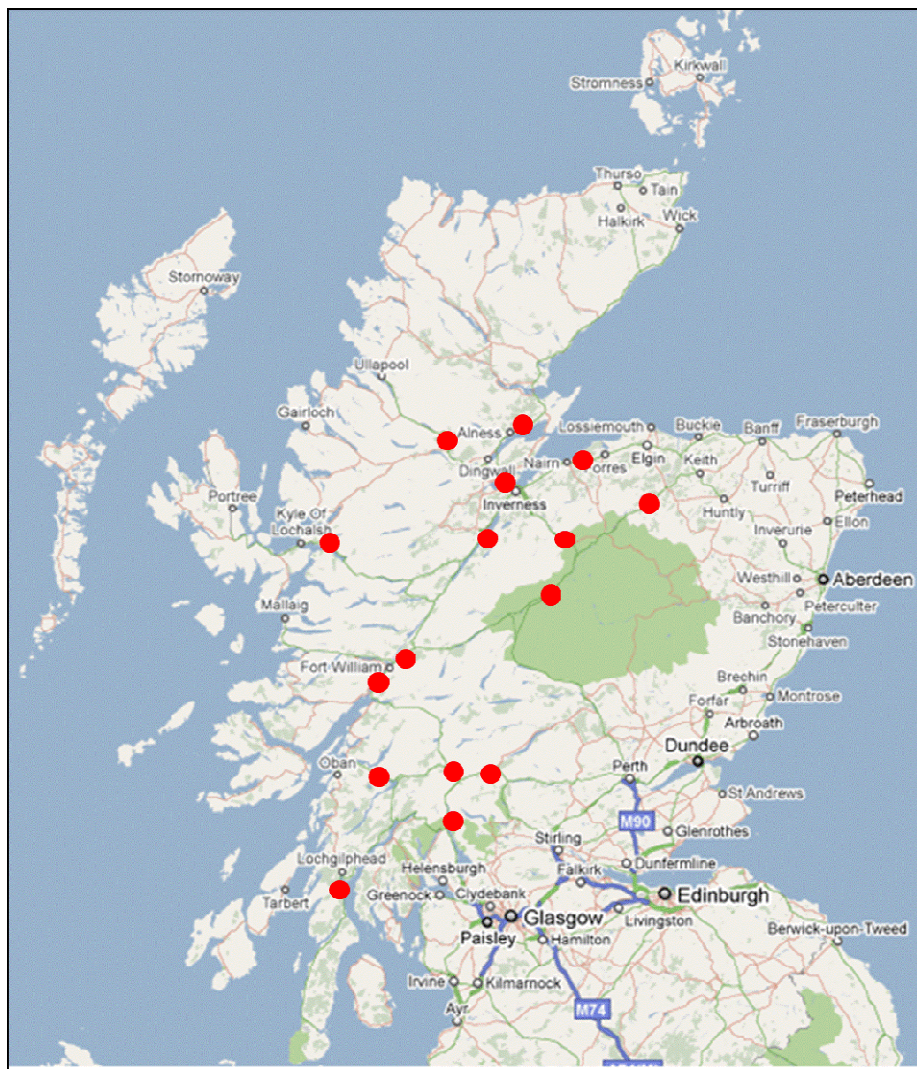


Figure 2.1 – ATC Count Sites

Automatic Traffic Count (ATC) data was provided by Transport Scotland for selected counters at strategic points on the trunk road network across the Highlands and Islands. These sites included all of the major trunk roads into and out of the HITRANS region and a number of cross region routes.

Table 2.2 – Summary of HGV movements across HITRANS – from 2010 ATC data (Average over 12 months)

Criteria	ATC Data	
	Location	Results
Primary Route – Non Trunk Road % HGV	A83 Sth of Kennacraig	4%
Trunk Road Lowest % HGV	A87 Dornie to Auchtertyre	6%
North of Inverness % HGV	A9 Kessock Bridge	9%
Comparison Trunk Road % HGV	A85 Lochawe to Oban	9%
East of Inverness % HGV	A96 Elgin	10%
Comparison Trunk Road % HGV	A935 to Ullapool	12%
Trunk Road Highest % HGV	A95 Ballindalloch	15%
HITRANS Average % HGV	Whole Region	8%
Highest Average HGV count	A9 Kingussie - both directions	704/day (approx 8%)
South of Inverness - Trunk Road Proportions	A9/A95 Split - North of Aviemore	A9 to Inverness 60%/ A95 to Aberlour 40%
Most Popular HGV Trip Days	Whole Region	Monday and Tuesday
HGVs Entering and Exiting HITRANS Daily	Whole Region	Approx. Equal Numbers

The ATC data suggests that a high volume of regular HGV trips are made on major routes towards Inverness every week day. The potential demand for parking facilities along both the A9 and A96 corridors may outweigh the demand for parking facilities at any other points on the HITRANS road network.

Similar numbers of arriving and departing vehicles occurs on a daily basis, suggesting that much of the HGV movement is a combination of Central Scotland fleets returning within the day from delivery points across the Highlands and Islands, or local fleets within the HITRANS area servicing the Central Belt, also within the day.

Data showing HGV traffic on longer distance journeys to strategic ports and ferry terminals to supply the Islands also shows similar numbers of arriving and departing vehicles.

Seasonal fluctuations in HGV traffic are also noticeable over annual ATC data. This indicates a slowing in manufacturing and construction in summer months and a peak in HGV numbers running up to Christmas servicing the retail sector.

2.9 Stakeholder Consultation – Confirming Current Knowledge of Lorry Parking

Consultations with key stakeholders were undertaken to confirm the current knowledge of lorry parking across the HITRANS area and to identify any problems or issues associated with lorry parking. This is regarded as an important stage in the development of the Lorry Parking Strategy as issues with illegal and inappropriate parking within the Highlands and Islands will affect more than just the local population where these instances occur. Illegal and inappropriate parking can cause nuisance to local residents through environmental pollution such as noise and visual intrusion, as well as being a danger to other road users.

The parties consulted were all in agreement that there are four main types of lorry parking:

- Use of an existing privately owned Lorry Park location;
- Use of Public Car Parks with Lorry/Coach designation – with or without a parking fee;
- Parking in a layby at the side of a major or Trunk road; and
- Use of the road network within Industrial Estates (including illegal parking).

These parking characteristics helped to determine a suitable methodology for the lorry parking survey set out in Section 3.

2.9.1 Local Authorities

Tasked with maintaining all non-trunked roads, laybys and public car parks in their respective areas, Local Authorities have a vested interest in keeping their roads moving and their communities safe from dangerous and illegal parking of HGVs.

Comments from the Local Authorities in the HITRANS region have been received and the following includes issues raised by each Council. This helped to generate the fieldwork and option appraisal elements of this Strategy.

Highland Council

Highland Council have a very large area to cover and local towns and communities are long distances apart and joined in many places by the Trunk Road network. Fort William, Dingwall and Beauly all have lorry parks within their town boundaries. Highland Council have confirmed that the lorry park at Beauly is not currently well utilised. Inverness has reported lorry parking issues within Longman Industrial Estate and following a fatal accident involving an unaccompanied trailer in 2008, measures have been put into place to deter parking at inappropriate points in this busy industrial estate.

A private lorry park exists in Longman Industrial Estate, however the abundance of free space means that there is little incentive other than an on-site cafe to use this facility as security is minimal. Tore and Skiach Services are reported as being popular and serve visiting vehicles well, and both have very close links to the A9, fuel and cafe facilities.



An Aird Lorry Park – Fort William

Argyll and Bute

Argyll and Bute Council note that specific Lorry Parks are provided in their area at Lochavullin Road in Oban and Craignure Lorry and Bus Park on Mull. Dunoon has a public car park which is used by HGVs but has no dedicated HGV signage. Timber vehicles are reported as being left unattended at the roadside on the A83 Trunk Road and the A815 and A886 towards Dunoon. Timber vehicles are also reported to account for parking at Arrocher, Luss and Helensburgh public car parks.

Orkney Islands

Orkney Islands Council has no Lorry Parking Strategy at present. It also reports that there are no designated lorry parks on the Islands. Lorries parking in the area are reported to park in public car parks in the major towns of Kirkwall and Stromness, both of which are centrally located and close to ferry terminals. Orkney Islands Council also recognises the need to provide lorry parking where it is deemed necessary.

Comhairle nan Eilean Siar (Western Isles)

Western Isles Council has historically had a problem in Stornoway with vehicles waiting in residential streets for the ferry. An agreement was reached with the owner of some land on Sandwick Road and a lorry park has been in existence since 2001. The facility is free to use and has recently been resurfaced and the lease has been continued for another 10 years. Ferry terminal access is restricted overnight but vehicles wait during the daytime at the port.



Lochavullin Lorry Park – Oban

Moray

Moray Council report few problems with lorry parking. Public car park sites are used by HGVs for parking at:

- Lossie Green in Elgin; and
- The corner of Bridge Street and Edindiach Road in Keith

Where HGVs regularly park, there have been very few issues of environmental nuisance. Regular lorry drivers to Elgin have been involved with local pub teams for darts and pool and their presence in the area has brought in revenue to local businesses.

2.9.2 Police

Northern Constabulary note that there are many parking locations within their remit and that for the most part lorry parking is not a problem. The ferry loading area at CalMac's Ullapool terminal had been reported for environmental nuisance as refrigerated vehicles were leaving their coolant units on while waiting overnight, to the disturbance of the local community.

The fatality in Longman Industrial Estate in Inverness involving a parked HGV trailer has helped to raise the issue of lorry parking in the region.

2.9.3 Trunk Road Management Agents

Scotland Transerv operates the A9 between Perth and Wick, and they also maintain the A82 between Loch Lomond and Inverness as well as the main arterial routes to ferry terminals at Ullapool, Oban and Wick. It is reported that the busiest locations on the route are at Layby 82 (Drumochter Summit) and further north towards Inverness. There are many laybys on the route and no particular problems have been noted.

Within the HITRANS region, BEAR Scotland manages the Trunk Road network East of Inverness including the A96 to Keith and the A95 from Aviemore to Keith. BEAR note that even on the routes with the largest flow of HGV trucking vehicles lorry parking has not been considered an issue. Empty timber vehicles exiting the Norbord factory at Tornagrain had been known to 'dust down' their trailers in a layby east of the factory on the A96, leading to littering of wood chips, bark and other debris. This has been addressed with hauliers in the area and no further action was required.

The only damage has been caused through the practice of 'kerbing' the nearside of the HGVs to allow other vehicles to pass within the boundaries of the layby. Damage caused to the roadside has been noted at some smaller locations.

2.9.4 Ferry Operators

Both Northlink Ferries and Pentland Ferries depart the North coast of Scotland for short crossings to Orkney. Northlink Ferries carry more freight and report that the Scrabster to Stromness (Orkney) ferry carried over 7,200 HGVs in 2010. The busiest freight ferry in the North of Scotland with close to 20 HGVs per day this service supplies the Orkney Islands population of approximately 20,000 inhabitants. The large majority of vehicles supplying Orkney will have destinations in Stromness and Kirkwall, supplying the supermarket and retail sectors. Returning loads of fish products ensure that vehicles working on this long distance route are fully utilised in order to ensure cost effective running of this long distance route.

It is noted that recent changes to the freight services to and from Orkney may reduce the number of HGVs travelling from Scrabster, and increase the number of HGVs travelling from Aberdeen.



Supermarket Vehicle offloading at Oban Ferry Terminal

CalMac Ferry Services in 2010 showed a fluctuating demand on various routes. The lifeline services between the Mainland and Isle of Lewis, Isle of Arran, Isle of Bute, Islay and Mull account for more than 70% of all Commercial vehicles carried by CalMac. Supermarket and retail vehicles make up the largest proportion of vehicles on most routes with construction, Whisky transport, timber and sea products making up the majority of the remaining vehicles. The ten heaviest trafficked routes are shown below.

Table 2.3 – Commercial vehicles carried by CalMac Ferry services

Ferry Crossing	Tot CVs 2010	Commercial Vehicles	
		HGV (36%)	Van (64%)
Ullapool to Stornoway	13,658	4,917	8,741
Ardrossan to Brodick	12,419	4,471	7,948
Wemyss Bay to Rosyth	11,613	4,181	7,432
Colintraive to Rubodach	10,977	3,952	7,025
Kennacraig to Islay	9,513	3,425	6,088
Oban to Craignure	9,215	3,317	5,898
Uig to Tarbert/Lochmaddy	7,293	2,625	4,668
Largs to Cumbrae Slip	4,085	1,471	2,614
Fishnish to Lochaline	3,491	1,257	2,234
Berneray to Leverburgh	1,788	644	1,144
Oban to Coll/Tiree	1,755	632	1,123

(Please note that these figures have been factored to represent Vans and HGVs based upon ATC traffic count data)

Ferry operators note that few problems occur with regards to lorry parking at their sites. In some instances ferry terminal gates are closed at night to prevent vehicles driving onto the quayside but there is usually adequate hard standing in place for waiting vehicles. The pattern of delivery to island communities usually involves retail and supermarket vehicles travelling to the islands on an early morning ferry, carrying out deliveries during the day, and then leaving the island on a late afternoon ferry.

Periodically, larger construction projects and timber extraction has meant that multiple return trips by specialist vehicles have resulted in some additional queues at the dockside. Vehicle operators are usually well informed on sailing times and it is commonplace to book well in advance in order to ensure a place for larger HGVs on specific routes where capacity is limited. Periodic sales of lamb also lead to additional sailings at peak times of the year and freight only sailings, usually at night, are laid on to deal with this extra volume.

CalMac's Kennacraig ferry terminal has very limited capacity for waiting vehicles with many of Islay's residents and employees of the Whisky industry on the Island leaving cars at the Mainland terminal. This reduced capacity has led to congestion at the terminal at peak times and the managers of the site have had to ask haulage operators not to arrive prior to booking in times or leave unaccompanied trailers on the dockside.



Limited space for HGVs on Corran Ferry

CalMac's busy Ullapool to Stornoway service has a 'Freight Only' ferry which loads at 3am. This specialist service is operated out of hours, which helps to avoid the busy summertime period with coaches and caravans which frequent the route during the day time. The ferry usually averages around 15 vehicles each night and drivers usually park from 6pm in the evening before loading at 3am. CalMac commented that there were no major issues with lorry parking in Ullapool but vehicles using the ferry lanes on the dockside had to be travelling on the ferry. There is also an alternative car park in Ullapool at the top of the village which is designated for both car and HGV parking.

2.9.5 Trade Associations

Both the Freight Transport Association (FTA) and Road Haulage Association (RHA) are in agreement that there are very few problems with HGV parking in the Highlands and Islands. The long distances from ports in the South of England and the preference of local manufacturers using local hauliers to transport goods and providing services means that Highland Scotland is unattractive to foreign companies and companies in the South of England.

Consequently visiting vehicle numbers are comparatively low compared with other parts of the UK. Most general haulage, supermarket and goods distribution in the Highlands can be undertaken from Central Scotland within the confines of the driver's 4.5 hour driving time, so most vehicles are day trippers returning to Central Scotland each day.

It is suggested that parking overnight will usually involve local companies and local drivers who have registered a certain location as an 'operating centre' to allow them to park and operate vehicles from that location.

The FTA suggests that an ideal parking location would be at or around the A9/A96 Raigmore Interchange in Inverness to capture the maximum volume of vehicles at one location. This would make any lorry parking business more attractive to developer contribution and more economically viable. Parking should be priced at between £8-£10/night for a minimal facility rising to no more than £17/night for a secure facility with food and showers also provided.

The RHA suggest that a shared Bus Park and Ride/Lorry Park facility would cause too many user problems and that a bespoke facility would be better placed. Skiach Services is a good model for any future facility with a good quality cafe, 24 hour fuelling and services. The low crime rate in the Highlands does not merit full security measures and a suggested price of between £8 and £16/night depending on the quality of facilities provided.

2.9.6 Existing Lorry Parks

There are a number of dedicated lorry parks in the HITRANS region. All have reported on average parking figures and helped to determine the motivators for parking at their specific location. All of these businesses report regular parking numbers between Monday and Thursday nights. These businesses are:

- Inverness City Lorry Park (Woody's Truckstop) – Longman Industrial Estate, Inverness;
- Green Welly Shop – Tyndrum A82
(NB Tyndrum is in the Tactran area (Perthshire) but it is situated around 1 mile outside of Argyll and Bute);
- Newtonmore Motor Grill – Newtonmore B9150;
- Tore Services – Black Isle, off the A9; and
- Skiach Services – Evanton, off the A9.

Traditionally drivers working away from home depart late on Sunday night to make progress up and down the country prior to Monday morning commuter traffic reaching the road network. This information was crucial in identifying which nights to conduct the lorry parking survey on.

Parking numbers at these locations ranged between 8 and 25 regular vehicles parking at the respective locations. Drivers were motivated by cafe facilities with all locations providing this service. WC and showers are provided in most instances with 4 of the 5 locations having these facilities. Fuel provision was less of an attraction with only 2 of the 4 Lorry Parks providing fuel pumps. Security was not considered a big issue by Highlands Lorry Park operators with only limited use of CCTV in some instances to avoid theft from their own premises rather than to secure visiting vehicles. Drivers choosing to park together for safety is often a motivator for lorry parking choice, regardless of the facilities available. This is prevalent in larger laybys on the trunk road network.

The following map shows the sites of existing commercially operated lorry parks.

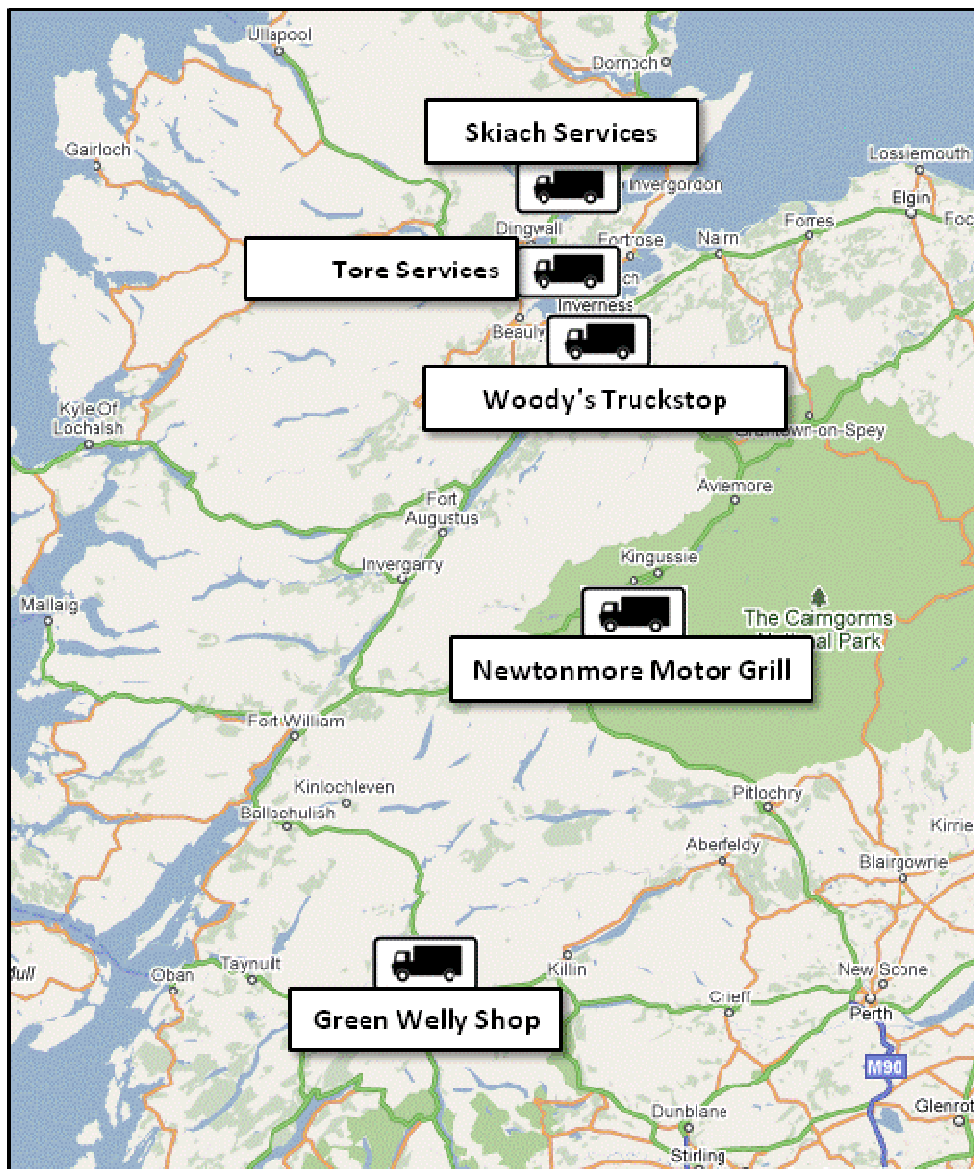


Figure 2.2 – Existing Lorry Parks

2.10 Summary

There are a limited number of designated lorry parks in the HITRANS region; these are all typically next to the Trunk road network, and parking away from these sites is commonplace due to the abundance of free laybys and unregulated parking in industrial estates. Trunk Road operators and the Police all noted that lorry parking is not considered to be a particular problem across the region with very few conflicts with other motorists or reports of crime.

Ferry operator CalMac reported that parking at their sites along the coast was only for HGVs waiting to board the next sailing and that they objected to vehicles arriving early and taking up valuable hard standing prior to their allotted time.

Considering the responses of the third party interviews and the numbers of HGVs using the trunk road network across the HITRANS area and the limited demand for lorry parks, the major HGV trip attractors clearly show Inverness and surrounding environs as the only logical position for a new or upgraded facility.

Methodology

3 Methodology

3.1 Introduction

This section details the methodology used to capture information which will determine the options and appraisal of a Lorry Parking Strategy for the Highlands and Islands. It considers:

- Information and data collection at known lorry parking locations and truckstop sites;
- Lorry parking counts and vehicle observations; and
- Interviews with operators and lorry drivers parking in the HITRANS region.

3.2 Lorry Parking Locations – Information and Data Collection

Based upon the discussions with key stakeholders (outlined in Section 2 of this report), and data gathered from ATC counts and third party consultation, it was agreed that parking would be assessed in three main areas:

- Local authority operated lorry park sites – these are designated car parks with provision for overnight coach and lorry parking;
- Privately owned lorry parks – commercially run businesses which provide lorry parking on-site, typically roadside cafes or service stations; and
- Industrial estate parking – unofficial off-street parking usually done close to businesses which attract large numbers of HGV movements and offer unregulated roadscape and hard standing.

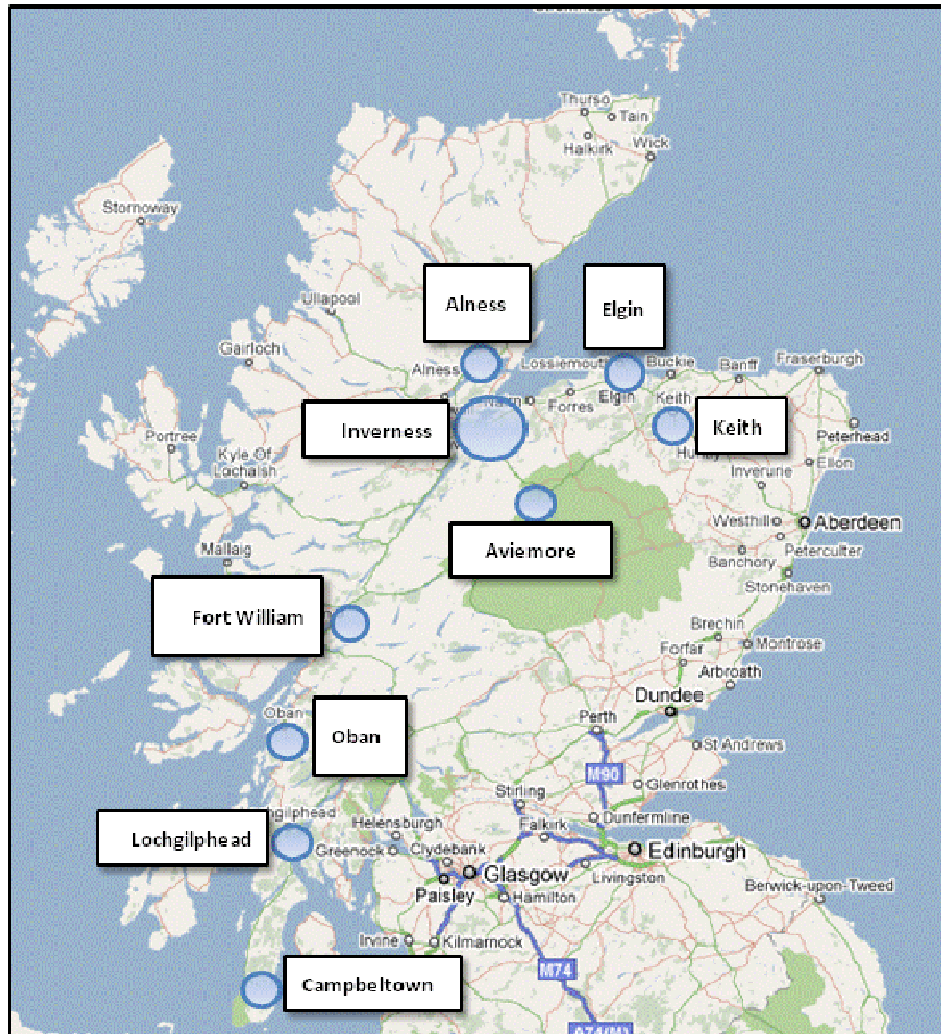


Figure 3.1 – Lorry Park Survey Sites

In assessing lorry parking locations, it was agreed (where appropriate) that:

- Each site would be checked for **signage** on approach from each strategic direction;
- Each site would be assessed for **cost of parking** and any additional charges;
- The number of **HGV/Coach parking bays** would be noted;
- **Additional facilities** such as WC, Shower, Cafe and Security features would be assessed;
- Any **additional information** such as surrounding environs would be noted; and
- **Access and egress** to major routes would be assessed.

Observations for this exercise were conducted outside of survey times and during daylight hours to allow photo evidence to be gathered. A copy of the **Site Observation and Operator Interview Form** can be found in Appendix 1.

In addition, evening observations were also made of parked vehicles based in local authority car parks which have a lorry and coach designation and industrial estates. The Site Observation and Operator Interview Form was also used to assess these alternative parking locations and comments and interviews from additional third parties such as local businesses were recorded. Results of this element of the survey are set out in Section 4.

3.3 Lorry Parking Roadside Surveys

Evening on-site surveys were conducted along a number of sections of the Trunk roads in the HITRANS region. This information was based upon information provided by Transport Scotland through ATC (Automatic Traffic Count) data, summarised in Section 2, which was scrutinised to determine the HGV flow and potential demand for parking along each section.

This parking data combined with route analysis and third party information provides the basis for identifying potential development sites for a lorry park or parks in the region, which is discussed further in Section 5.

Criteria for Roadside Surveys:

- **Between Monday and Thursday nights** – identified through previous experience as the most popular nights out for HGV drivers ‘tramping’ or staying away from home;
- **Between 6pm and 9pm** – to ensure the safety of survey staff and where possible to allow driver interviews; and
- **Use of GPS recorders** – to accurately flag and identify parking locations, supported by visual observations made about the vehicles by survey staff.

Information was recorded using a separate **Roadside Observation Form**, a copy of which can be found in Appendix 2.

This was designed to provide specific information about the vehicles 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.

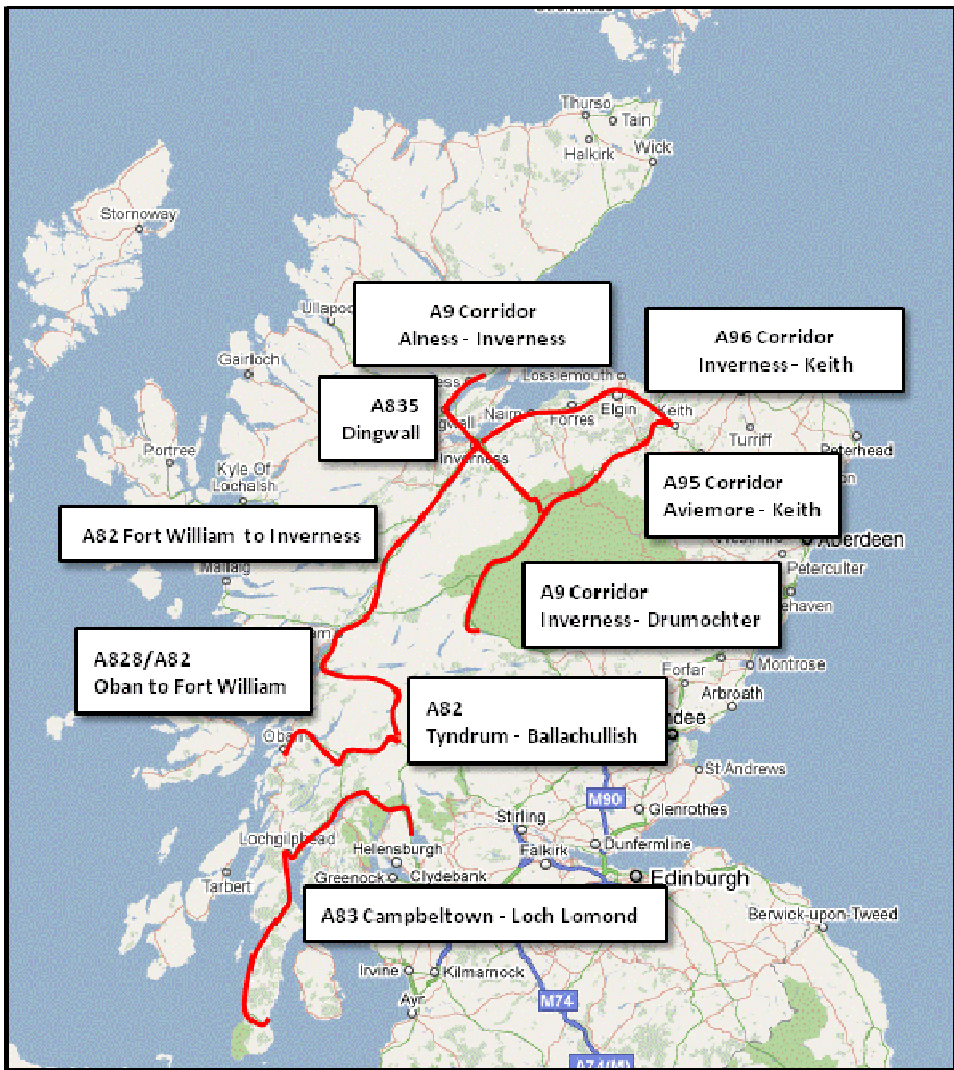


Figure 3.2 – Lorry Parking Survey Routes

3.4 Lorry Driver Interviews

In addition to the collection of information relating to lorry parking in the HITRANS area and vehicle counts and observations, further value was added to this information through a series of interviews undertaken with parked lorry drivers, guided by a pre-prepared **Driver Interview Form**, which can be found in Appendix 3.

The questionnaire was designed with the aim of enabling a better understanding of existing lorry parking patterns in the HITRANS area and to acquire information on desired facilities for lorry parking in the region.

Where driver interviews were undertaken, the following criteria was applied:

- All Driver Interviews were undertaken **after 6pm and before 9pm** in order to capture overnight parking;
- Survey staff could **only approach the vehicle if the curtains were open** and it was obvious that the driver was awake and with the vehicle and survey staff were not allowed to get into the vehicle;
- Survey staff had to **introduce themselves and explain the reason for the interview** in the first instance and were to establish if the vehicle was parked for a rest break or overnight to continue with the questionnaire; and
- Where possible survey **staff tried to interview drivers at Lorry Park and Truckstop locations** to ensure others were present and to present as little danger to themselves and the subject of the interview.



Driver Interviews – Vital for understanding the issues of ‘parking choice’

3.5 Summary

The survey method provided a systematic approach to acquiring detailed information about lorry parking in the HITRANS area. The approach ensured that a note of all observed vehicles could be recorded, even if it was not possible to hold a discussion with lorry drivers themselves.

Section 4 sets out the results of the surveys.

Results

4 Results

4.1 Introduction

This section presents the key results emerging from the survey of lorry parking in the HITRANS region. It considers:

- A detailed assessment of lorry parking locations;
- Results of the lorry parking roadside surveys; and
- Results of the lorry driver interviews.

4.2 Lorry Parking Locations

Key findings of the information and data collection element of the work with regard to lorry parking locations is categorised as follows:

- Local Authority Operated – Lorry Park Sites;
- Privately Owned Lorry Parks;
- Lorry Parking within Industrial Estates; and
- Parking in Trunk Road laybys.

4.2.1 Feedback from Local Police

Grampian Police have confirmed that lorry parking is not a particular issue in their area to the east of the HITRANS region along the A96 and up towards Elgin. Public car parks in the area attract a small number of overnight vehicles particularly in Elgin and Keith, and a number of laybys on the A96 at Dramlachs, Barmuckity and Brodie frequently have parked vehicles overnight. There are no reports of any particular crime problems associated with lorry parking.

Strathclyde Police who operate over the area including Argyll and Bute, Mull and Islay report that all of the A82/A83 laybys between Alexandria and Mid Kintyre are suitable for HGV parking. There have been very few reports of problems with parked HGVs. One location on Lorne Street in Lochgilphead is designated for HGV parking overnight and it is estimated that 4-5 vehicles park there regularly. One timber haulier was leaving unaccompanied trailers in laybys along the A83, however it is reported that this has been resolved.

4.2.2 Local Authority Operated – Lorry Park Sites

The following Local Authority operated facilities were identified as part of this element of the survey:

- Thurso Lorry Park, Riverside Road, Thurso – Free parking for up to 24 hrs

This location is around 5 minutes drive from the Scrabster Ferry Terminal and has space for 12 Coaches or HGVs. It is situated a short walk from the town centre and is open to the public with no security features. There is a public toilet located close to the park. This site is 2 minutes drive from a signal operated junction onto the A9. (Please note that this survey was done by telephone).

- Lochavullin Road Coach and Lorry Park, Oban – £10/night

Centrally located next to a large supermarket this site offers 14 spaces for Coaches or HGVs. It is close to town centre amenities but security is minimal with basic CCTV coverage. Sign-posting for this site begins within Oban but access is convoluted through streets busy with pedestrians.

- An Aird Coach and Lorry Park, Fort William – Free between November and April

Located to the North of Fort William town centre within a retail park, this site has 14 spaces for Coaches and HGVs. It is well located close to town centre amenities, supermarket and food outlets. There is minimal security with no fencing and basic CCTV

coverage. It is well sign-posted from all approaches to Fort William. Access back to the A82 is via a series of roundabouts within the 30mph limit of Fort William.



Fast food outlet Fort William – an HGV trip attractor

- Inveraray Coach and Lorry Park, Inveraray – Free all year round

Situated to the North of Inveraray on the A819 this free local authority operated parking location has ten spaces marked with hard standing for trailer changeover and parking. It is heavily used by coaches and buses during the summer tourist season and many of the local timber operators use the site to store trailers. Access to the A83 is via an archway with a limited height restriction of 15'0". It is close to the town centre with access to shops and cafes.

- Lorne St Car Park, Lochgilphead – Free parking

This site is well used by local recovery firms who park here freely. Local haulage operators are reported to use this site regularly and drivers who live in the area are known to park here before going home. Parking is limited and space is tight. Access from the main A83 is via the town centre and urban routes. It is situated very close to town centre amenities and is not sign-posted as a lorry park from the main carriageway. Local amenities include public WC with no shower facilities.

- Inverness City Lorry Park, Longman Industrial Estate (Woody's Truckstop)

Situated in Longman Industrial Estate in Inverness, Woody's Truckstop includes a cafe, WC, shower and hardstanding for 20+ HGVs. The cafe is open regular hours and the site is open plan with no security at the entrance. CCTV covers the cafe and entrance but there is little restriction on entry. This site is ideally located for the busy Harbour Road/Longman industrial sites. However, the parking surface is of poor quality and it is considered that given a little time and investment more visiting HGVs could be attracted to use the facility. Sign-posting is basic on approach from the A82 Longman Road with very little signage to encourage drivers off the A9.

Within Council operated Lorry Parks, local businesses in both Oban and Fort William commented on the fluctuating number of drivers using local shops and cafes over the course of a week. Daily parking figures at free locations were difficult to identify as no record of parking numbers is kept. The operators at Morrison's supermarket in Fort William noted that they had very little

problem with vehicle movements behind the shop as their own access is in this vicinity and the local McDonalds was a popular destination with drivers.

4.2.3 Privately Owned Lorry Parks

There are a number of privately owned Lorry Park sites in the HITRANS region. These have a traditional customer base built upon providing 'other services' such as a cafe, fuel, shop, and restaurant. None of these businesses or their locations could be considered as new and their locations have been accepted as part of the community, either as a site of previous businesses or through providing employment in the area. This issue of longevity will become apparent as the option appraisal process in Section 5 is addressed further.

- Green Welly Shop

Situated 1 mile outside of the HITRANS area at Tyndrum on the A82, in 2010 additional space was created to offer up to 10 HGV spaces, WC, shower, fuel and cafe. Its popularity amongst visiting drivers explains why very little lorry parking was observed on both the A85 between Tyndrum and Oban and the A82 between Tyndrum and Ballachullish. Some parking exists close to Rannoch Moor with a large layby North of Bridge of Orchy being used during the day for driver breaks.

Green Welly staff report that this location is a common stop-over with a core of visiting drivers from England and Central Scotland often returning from deliveries in the northwest Highlands and Islands. 8 to 10 vehicles are noted as using this facility regularly during the week, with less at weekends. Summer conflicts with coaches parking here have been noted and HGVs tend to avoid stopping during peak season. Fuelling is available at this site and basic CCTV and security fencing measures are in place. Un-signalised access to the A82 is within the 40mph speed limit in Tyndrum.

- Newtonmore Motor Grill



Newtonmore Motor Grill – A9 South of Kingussie

A traditional 'Truckstop' with WC, showers and cafe with hard standing for 30+ vehicles, this site is very popular with drivers owing to its free and abundant daytime parking. Located just south of Newtonmore on the B9150, this site has overnight costs of

£10 (with a £5 meal voucher) and there are clean and presentable WC and showers available to visiting drivers. Specific lorry parking sign-posting for this location is poor from the A9 and the site is approximately 1 mile from the busy A9.

The cafe is open early to late and has a fully licensed bar and TVs which is attractive to drivers working away from home for longer periods. Up to 15 vehicles each night are reported to use this facility regularly. No fuelling or security measures are present at this location. Access onto the B9150 back to the A9 is not signalled however this road is within the 30mph limit for Newtonmore village. Access onto the A9 is also not signalled and can present a danger to HGVs turning right across the busy A9. (See below). The operators of this establishment had indicated that to advertise the parking facilities fully they would have to pay for additional signage from the A9, and the cost suggested had been prohibitive.



A9 Access to Newtonmore Services

- **Tore Services**

Situated off the A9 around 5 miles north of the Kessock Bridge, Tore Service Station offers fuel, WC, cafe and limited parking for around 12 vehicles. The cafe serves from early morning to late afternoon and the services include wide lane DERV (Diesel Engine Road Vehicle) fuelling pumps providing for easy access for HGVs. No security or shower facilities exist at this location although it does have a public toilet which is open during cafe hours.

- **Skiach Services**

Probably the best known and most used 'Truckstop' north of Inverness, Skiach Services is situated off the A9 at Evanton north of Dingwall. It is well sign-posted from the A9 in both directions and has a service station, 24 hour fuel, WC, shower, cafe and parking for up to 20 HGVs. It is very popular with local and visiting drivers and offers a large selection of food and beverages. Recent improvements to the seating area have increased its popularity and locals use the cafe as much as visiting drivers. Overnight parking fluctuates between 15 and 20 vehicles depending on weather, ferry traffic and ongoing contracts in the Highlands such as timber extraction and wind farm development which can boost parking numbers over the short term. The site is open to the public and CCTV covers the fuel pumps and part of the lorry park.

Results of the Lorry Park site survey show that the most popular nights are between Monday and Thursday with a seasonal fluctuation on the run up to Christmas, especially on the A9 where retail vehicles are notably more common at this time. It was noted by Lorry Park operators on the A9 (both north and south of Inverness) that vehicle numbers supplying both the offshore and whisky industries at Invergordon and windfarm traffic on the A9 have generated significant changes in HGV numbers while contracts are underway.

One facilities manager noted that a growing number of professional women drivers are asking for clean and presentable WC and shower facilities and that many low loader 'escort van' drivers were female.

Operators of the Newtonmore, Skiach and Tore services all identified a growth in demand over the winter season as drivers were more willing to park in the safety of other vehicles and many laybys on the major trunk roads had not been ploughed. Lorry Park sites varied in price for overnight parking and averaged around £10/night and this also included an incentive such as shower and meal voucher included.

None of the sites visited reported security as being a big issue and theft from vehicles in the parking area is extremely rare. Even so CCTV was reported at all locations usually within the premises to deter theft from cafe and petrol station shops.

4.2.4 Lorry Parking within Industrial Estates

Traditionally where specific lorry parks or Truckstops have not been available, drivers will choose to park close to their destination. In most instances, lorries parking within the quiet confines of Industrial Estates is tolerated and much of the road haulage industry has come to rely on this as being free and apparently unregulated. Privately owned industrial estates may use double yellow lines and signs to deter overnight parking and where the carriageway has not been adopted by the Local Authority the liability for inappropriate parking may still remain with the developer.

Where a Local Authority owns an industrial estate and the adopted carriageway is maintained the Local Authority can only enforce parking in that location if it has been de-criminalised by the Police. Where this has not happened only the Police and VOSA can enforce parking regulations.

Industrial Estates were audited on:

- Access and egress;
- Location;
- Parking signage or restrictions; and
- Other observations such as distance from residential properties and local facilities.

Pinefield and Moycroft Industrial Estates, Elgin

These industrial estates are popular with local hauliers due to the roundabout access onto the A96 and location close to service yards and HGV maintenance facilities. No restrictions are in place to dissuade HGVs from parking and there are a number of dead ends where vehicles can park in quieter areas. Local fast food outlets will be an attraction for drivers.

Greshop Industrial Estate, Forres

Small industrial estate with access to A96 via a priority controlled junction with a central refuge for right turning traffic (off A96). There are no restrictions for parking and this is an out of town location.

Dalcross Industrial Estate, Inverness Airport

Situated around 4 minutes drive from the Airport Roundabout off the A96 east of Inverness, this location is quietly secluded behind the airport. The 'old fashioned' layout with narrow roads and little through traffic and no restrictions limits opportunities for HGV parking.

Teaninich Industrial Estate, Alness

This is a small modern mixed use industrial estate with offices and industrial units. Although there are no restrictions in place, this industrial estate is too close to the Skiach Services to be used regularly by long distance drivers staying away from home.

Harbour Road, Longman and Carse Industrial Estates, Inverness

Busy industrial estates dominated by car dealerships close to A82 Longman Road/A9 roundabout and along Harbour Road. Double yellow lines are in place here following the fatal accident involving an unaccompanied trailer in Longman Industrial Estate. Longman Industrial Estate has wide streets in places but with Woody's Lorry Park located within, there is no incentive other than price for parking illegally.

Carse Industrial Estate, situated close to the Caledonian Canal to the north of the City, is modern with many industrial units and some car dealerships. No restrictions exist and plenty of hard standing is available off the carriageway in front of industrial units.

Dingwall Business Park

This is a small business park with mainly industrial units, located west of Dingwall town centre. There are no restrictions in place and plenty of dead end roads make this an attractive and quiet location close to the town centre.

Lochside Street/Lochavullin Road, Oban

A town centre location close to the Lorry Park, this area is a growing retail/industrial complex with lots of through traffic. Some industrial units within the estate have hard standing off the carriageway which has no restrictions. Some restrictions are in place close to supermarket and retail facilities.

Ben Nevis and Blair Mohr Industrial Estates, Fort William

Ben Nevis a small industrial estate with no through roads, which is narrow in width with limited opportunity for parking. Blair Mohr is another small industrial estate with some open access and quiet areas between the busy Marine Harvest factory and roundabout to A82 north of Fort William.

Corpach Harbour, near Fort William

Privately owned land on former paper mill site. Many local operators have agreements for trailer parking. Unregulated parking exists here and close access via an un-signalised junction onto the A830 Mallaig road.

Dalfaber Industrial Estate, Aviemore

Small industrial estate with local access within Aviemore town, located around 15 minutes walk from the town centre. There is some hard standing which is used by local operators without restrictions.



Dalfaber Industrial Estate, Aviemore – free and unregulated parking

Kilmory Industrial Estate, Lochgilphead

Kilmory Industrial Estate is on the east side of Lochgilphead and houses many of the local builders merchants, tyre fitters and other industrial businesses for the town. It has a VOSA test station which attracts large numbers of HGVs for periodic testing from haulage operators up and down the west coast. Parking is free and unrestricted on many of the dead end roads within the estate, but locals report visiting vehicle numbers are low and lorry parking is not perceived as a problem. Access to the A83 is by way of a large roundabout but facilities are limited to a daytime burger van with no showers or public WCs on-site.

Snipefield Industrial Estate, Campbeltown

Similar to the Industrial Estate in Lochgilphead, this out of town industrial site contains the service industries for Campbeltown. Wide roads with lots of space, no restrictions and hard standing mean that HGV access to the A83 is very easy. A t-junction at this location has good lines of sight and traffic volumes are very low. No driver facilities are at this site and it is around 10 minutes walk to the town centre.

Within the various industrial estates across the HITRANS region, a variety of signing and lining measures have been adopted. Many of the smaller industrial estates in Fort William, Corpach, Aviemore, Dingwall and Alness have no traffic regulation orders applied and as such parking is unrestricted at the roadside. Obviously overnight parking should be done off the carriageway and a number of unaccompanied trailers and inappropriately parked vehicles were observed during the lorry parking survey.

Within Inverness the situation along Harbour Road and Longman Industrial Estate was different, in light of the recent fatal accident. Double yellow lines along the length of Harbour Road and a notable absence of inappropriate parking around Longman Industrial Estate meant that Woody's Truckstop within the estate was well used.

4.2.5 Parking in Trunk Road Laybys

In addition to the parking locations described above, a number of HGVs were also observed parking in laybys on the trunk road network across the survey routes. Parking in laybys is popular with drivers as it takes no time to leave and join the major route network. This allows drivers to maximise their driving time with no loss of productivity or additional mileage to the vehicle in coming off-route to find adequate parking.

Layby parking is inherently dangerous as there is a high risk of the vehicle being involved in a side-swipe or rear-end collision by a passing vehicle. Typically drivers will 'kerb' the tractor unit of the vehicle turning the vehicle away from traffic, this serves a number of purposes, it cuts down on noise from passing traffic and in the event of a side swipe offers some protection against damage to the tractor cab.

The law regarding parking of Commercial vehicles in roadside laybys actually states that vehicles must park with their lights on when there is no physical segregation from the carriageway. However it is generally accepted that providing the vehicles are parked facing in the same direction as the flow of traffic and that they are conspicuous with rear markings and reflectors visible, that this is considered sufficient, and enforcement of this law is reported by drivers as very rare.

These included laybys on the following routes:

- A82 Tyndrum to Ballachullish;
- A828/A82 Oban to Fort William;
- A82 Fort William to Inverness;
- A83 Campbeltown to Loch Lomond;
- A9 Inverness to Drumochter;
- A95 Grantown-on-Spey; and
- A96 Inverness to Keith.

It was found that the most frequent instances of layby parking occurred on the A9 corridor between Inverness and the Drumochter Summit. At the time of the road side surveys there was snow on the ground, this is a deterrent to drivers who risk becoming stranded in the laybys as they largely remain unploughed or gritted.

However, in line with the findings of the consultations with the stakeholders (Section 3), layby parking did not appear to be causing any problems in those locations where it was observed.

4.3 Lorry Parking Roadside Surveys

Over the course of the on-site surveys, 149 vehicles were observed and recorded. These were then assessed based upon their locations, identifying markings, load and vehicle type as explained in Section 3. A copy of the **Roadside Observation Results Table** survey data can be found in Appendix 4.

Results of the Lorry Parking Roadside Survey show that:

4.3.1 Vehicle Type

Table 4.1 – Parking Survey Results by Vehicle Type

Vehicle Type					
Articulated	Rigid	Drawbar	Cab only	Trailer only	TOTAL
80	60	2	4	3	149

- Despite being associated with long distance work just over half (54%) of vehicles parked are articulated; and
- Only 2% of parked vehicles were recorded as unaccompanied trailers.

Vehicle size does not appear to determine whether they are used for overnight operations, a similar proportion of smaller rigid vehicles to larger articulated vehicles indicates that Highlands and Islands freight is carried by a mixture of vehicle type. The

results shown suggest that cab only and unaccompanied trailers only account for a very small proportion of the total vehicles parking overnight.

Whether connected together or not tractor cabs and unaccompanied trailers are still commercial vehicles and must keep power to their lights on during lighting up times if they remain parked on the carriageway.

4.3.2 Load Type

Table 4.2 – Parking Survey Results by Load Type

Load Type								
General Haulage	Frozen Goods/Foodstuffs	Empty	Construction	Timber + Products	Retail	Whisky	Other	TOTAL
41	14	41	6	12	5	4	26	149

- Less than a third of all vehicles recorded could be classed as general haulage (28%); similar to results found across the country in other lorry parking surveys;
- The same proportion was noted as empty vehicles (28%);
- Around 10% of vehicles parked carried fresh food/frozen products;
- 8% of vehicles were recorded as carrying timber or finished timber products; and
- Whisky vehicles accounted for a smaller proportion of around 3%.

Locally sourced products, seafood, timber and whisky still only account for less than the general haulage vehicles parking away from home, indicating that local companies do not need to park at the roadside as they have local operating centres and despite the greater number of local companies operating on the road, it is in fact visiting general haulage vehicles which contribute to the larger number of overnight parked HGVs.

4.3.3 Location

Parking survey results are categorised according to the four main categories of lorry park previously identified:

- Local Authority Operated – Lorry Park Sites;
- Privately Owned Lorry Parks;
- Lorry Parking within Industrial Estates; and
- Parking in Trunk Road laybys.

A number of 'other' locations have also been recorded. These included parking at ports or terminals and on-street parking.

Table 4.3 – Parking Survey Results by Location

Locations							
Corridor		LA Lorry Park	Private Lorry Park	Ind'l Estate	Layby	Other	Total
Oban to Fort William	Oban	3	0	0	0	1	4
	Fort William	16	0	1	0	1	18
	Other	0	0	0	2	2	4
	Total	19	0	1	2	3	26
Fort William to Inverness		1	0	0	2	0	3
Inverness to Drumochter		0	8	2	17	0	27
AIness – Inverness	Skiach Services	0	6	0	0	0	6
	Tore Services	0	2	0	0	0	2
	Woody's Truckstop	17	0	0	0	0	17
	Other	0	0	7	1	0	8
	Total	17	8	7	0	0	33
Dingwall		5	0	0	0	0	5
Tyndrum – Ballachullish		0	3	0	2	0	5
Campbeltown to Loch Lomond		6	0	2	5	7	20
A96 Inverness to Keith	Elgin	10	0	1	0	0	11
	Forres	0	0	7	0	0	7
	Other	0	0	0	4	5	9
	Total	10	0	8	4	5	27
A96 Keith to Huntly		0	3	0	0	0	3
TOTAL							149

- Inverness City and Fort William, both significant transport hubs, had similar numbers of parked vehicles with around 12-14% of the total number recorded at each location;
- The A96 Corridor east of Inverness was the busiest route for parked vehicles with 18% of all vehicles recorded along the A96 and within the many Industrial Estates between Inverness, Nairn, Elgin and Keith;
- The A9 Corridor to the south of Inverness had 15% of the total number of vehicles parked;

- Both the A82 and A85 had much fewer vehicles parked at the roadside with less than 10% each; and
- The A95, despite having one of the highest proportions of HGV trips, had very little observed parking and only 2 vehicles parked at Grantown on Spey. Both were local operators with whisky related loads.

The A9 and A96 corridors towards Inverness had the highest proportion of vehicles parked along their routes. The A96 Corridor included Elgin and Keith as well as other smaller sites along the route. Fort William had a very high number of visiting vehicles however tributary roads to this area, principally the A82, had very little parking. This indicates that the free Coach/Lorry park at An Aird in Fort William may well be contributing to much less roadside parking.

The A82/A85 routes towards the west coast showed small numbers of parked vehicles. This may have been indicative of the long distances between transport hubs and that a very large proportion of the HGV traffic on the west coast is attributed to local hauliers who would have no reason to park at the roadside.

Beyond the HITRANS border at Drumochter summit, at the time of the survey vehicles were 'counted out' along the A9 corridor through Perthshire (Tactran). It was recorded that between the Regional Transport Partnership boundaries and Inveralmond north of Perth, there were a further 28 vehicles with roughly 50% parked facing north towards the HITRANS border.

4.3.4 Operator Origin

Table 4.4 – Parking Survey Results by Operator Origin

Operator Origin		
UK	Registered In Scotland	64
	Registered in England	11
	UK Registered but Unknown	70
Foreign		4
TOTAL		149

- All but 4 of the 149 vehicles observed were UK registered; and
- Where it was possible to note the origin of these vehicles, Scottish operators made up 44% of all UK registered parked vehicles.

During surveys it was impossible to tell if a vehicle from B&Q or TK Maxx for example was Scottish Operated, these were therefore classed as 'UK'. Where smaller haulage companies used livery, it was noted if they were 'Scotland' or 'England' based. Previous research with Trade Associations and other operators had indicated that the Highlands and Islands was not attractive to Foreign companies as it was very difficult to get backloads as local operators had the market 'sewn up'. This was confirmed by the very low proportion of foreign registered HGVs compared with areas such as South East England.

4.3.5 Type of Parking Location

Table 4.5 – Parking Survey Results by Type of Parking Location

Parking Location					
Layby	Truckstop/ Lorry Park	Industrial Estate	Designated Lorry/Coach Park	Other	TOTAL
42	38	15	27	27	149

- Laybys were the most popular choice of parking location across the HITRANS region at 28%;
- Truckstops and Lorry Parks attracted the next highest number at 26%;
- Designated lorry/coach parks (with no facilities) accounted for 18%; and
- Industrial estates accounted for around 10% of all parked vehicles.

Both layby and Lorry Park parking patterns were very close in number and in choice from observing local and national vehicles. Free parking at laybys was clearly an attraction for lorry drivers. This could be indicative of the very low profit margins in road haulage at present and the fact that drivers might still be 'incentivised' by way of upfront cash payments for staying out overnight. Truckstops and Lorry Parks also account for a high proportion of parking location showing that WC, shower and cafe facilities attract drivers. Across the HITRANS region, industrial estate parking was not as attractive (with around 10%), showing that where designated parking or actual Lorry Parks do exist, they are actually working in favour of the vehicles in those locations.

4.4 Lorry Driver Interviews

Where possible, lorry driver interviews were conducted in order to understand what motivates drivers to stop at one location as opposed to another. This process was also very important in order to determine what measures should be put into place in any new proposals to make new or improved lorry parking facilities more attractive to drivers in the future.

In total, 10 drivers were interviewed over the course of the survey. The **Driver Interview Results Table** is shown in Appendix 5.

- Most drivers interviewed noted that location and convenience were most important to using any parking site, it has to be close to the major trunk road network, no more than a couple of minutes from their route and that pricing in the South of England of £25/night was far too expensive for the quality of facilities;
- Many of the free facilities in the Highlands area were a contributing factor to their decision. Services such as WC and showers were the next highest priority showing that most drivers are happy with basic provision for an overnight stay; and
- Cafe and local amenities were considered less important than welfare facilities and where they actually parked

Most of the drivers interviewed were conducting other collections or deliveries in the HITRANS area and all but one were UK based.

Very little crime was indicated by the drivers interviewed and their preference for a parking location was only determined by where they were expected to be on any certain night of the week. Regular routes to the Highlands and Islands meant that most drivers indicated they had a very good knowledge of the region with the exception of one foreign driver and one driver new to the job.

For drivers interviewed north of Inverness many expressed an interest in parking in Inverness to take advantage of other facilities. However Woody's Lorry Park was reportedly notorious for noise with refrigerated vehicles idling in the area and overnight the industrial estate was frequently used by young drivers driving inappropriately.

With little or no lorry parking provision or facilities on the A835 from Dingwall to Ullapool, one driver commented that most vehicles driving this route would do so on a 'single shot' from Inverness, for example without stopping en route, taking a 45 minute rest to change trailers with an unaccompanied trailer coming over from the Isle of Lewis, before returning towards the A9 to travel south.

Drivers in Argyll and Bute noted that very little provision was made for HGV drivers, one lorry park at Inveraray was most practical but no on-site amenities meant that drivers had to venture into the town leaving their vehicles in an unsecure and secluded location. Coach and bus traffic often takes the majority of parking spaces in the summer months and drivers felt that they had little option but to 'push on' to the next layby.

4.5 Summary

The results of the on-site survey clearly show a demand for lorry parking in certain areas of the Highlands and Islands. The major trunk road network which feeds the region from the Central Belt is heavily used by HGVs making repeated trips into the region on general delivery. HGV trips between locations within the Highlands and Islands account for a significant proportion of trips generated and local companies made up a large number of the overnight parking which occurs across the region.

Existing parking locations are considered to be good by drivers and operators alike with an even demand for Local Authority operated parks and the commercially run locations if they were accessible. Results of the survey show a focal point around Inverness which clearly shows a need for the growing demand for suitable parking, and where it exists a requirement for those facilities to be improved. Parking locations in the rural environs are considered plentiful and very few restrictions are evident to deter visiting vehicles from parking. Where restrictions do exist there are almost always adequate alternatives for visiting vehicles. Enforcement of lorry parking is not considered a prominent issue by Local Authorities or Police Forces and where problems have been identified they have been quickly resolved through open dialogue with the operators concerned.

A strategy for the continued provision and development of lorry parking facilities across the HITRANS region follows in the next Section.

Development of Lorry Parking Strategy

5 Development of Lorry Parking Strategy

5.1 Introduction

The programme of information and data collection, lorry parking counts and driver interviews has provided a holistic overview of the characteristics of lorry parking in the HITRANS area. This work has facilitated the identification of those locations where HGV parking demand is greatest.

This Section draws on the outcomes of this work to develop the HITRANS Lorry Parking Strategy. The following sections consider:

- A summary of lorry parking problems and opportunities;
- A proposed set of key objectives for lorry parking in HITRANS area;
- Development of hierarchy for the provision, management and maintenance of lorry parking facilities;
- Options for Lorry Park Development;
- Options for Bad Weather Parking Provision;
- Proposals for Area Wide Signing Strategy;
- Local Upgrade of Existing Lorry Parking Signage;
- Designation of Lorry Parking;
- Management of informal lorry parking locations; and
- Revenue Generation for Funding of Lorry Parks.

5.2 Lorry Parking Problems and Opportunities

Fieldwork and consultation for this commission has covered a broad range of perspectives; the views of those “on ground”, to those managing the local and trunk road network, and the various police forces. This work presents HITRANS and its local authority partners with a number of key opportunities with respect to lorry parking which should be considered within the strategy.

- a) Improved Understanding of Freight Industry Requirements – the survey, perhaps for the first time for the HITRANS area, provides an overview of lorry parking supply and demand, and some perspective on the importance of providing appropriate facilities.
- b) There are clear opportunities for dissemination of good practice – both in terms of commercial facilities, but also in the management of lorry parking by local authorities and trunk road management agents; and
- c) There are also new opportunities for Lorry Parking facilities have been presented in and around Inverness.

The work has also revealed that there are relatively few problems with respect to the patterns of lorry parking, but those identified in the work include the following.

- a) Some gaps in the promotion and signage of a number of strategically important truckstops;
- b) Occasional Poor Practice by Hauliers – this does not appear to occur regularly, or systematically across the region, but perhaps reinforces the need for the policy, and trunk / local road operators to remain vigilant in particular areas.
- c) Some concern over unattended trailers left on carriageway on industrial estates – however, our survey only spotted three instances of this.

On the whole, lorry drivers appeared generally pragmatic about the supply of lorry parking facilities in the area, recognising that the number of lorries in the area would not necessarily support truckstops in every town. However, they appeared appreciative of

both the truckstops and lorry parks that were operated in the area, as well as the range of informal parking opportunities that were available.

5.3 Lorry Parking Objectives

Taking account of the problems and opportunities listed above, it would appear appropriate to consider the following objectives:

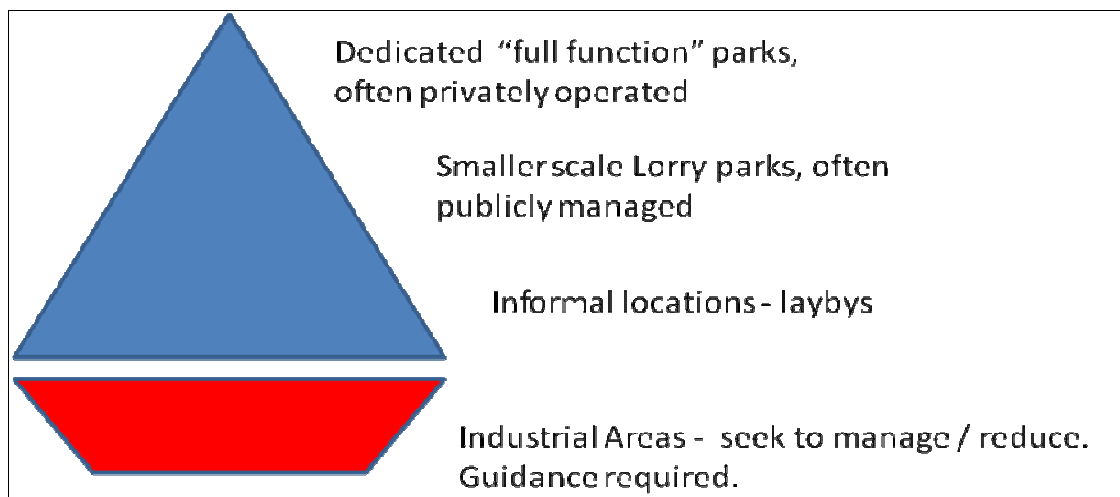
- Objective 1. Develop, and keep under review, a defined hierarchy for the provision of lorry parking facilities within the HITRANS area;
- Objective 2. Support Industry and Local Authorities to provide, protect, manage and maintain appropriate lorry parking facilities within the HITRANS area, within the context of a defined lorry parking hierarchy;
- Objective 3. Increase awareness and promotion of existing lorry parking locations, and encourage their appropriate usage.

5.4 Hierarchy of Lorry Parking Provision

The existing pattern of lorry parking provision will have developed historically over time, without specific regard to strictly defined planning frameworks. However, the pattern of facilities does reveal an intrinsic pattern:

- Commercial facilities are typically clustered in and around Inverness, or on the highest volume routes;
- Smaller towns in the area typically benefit from a local authority provided lorry park – despite the towns all having quite different road authority backgrounds;
- The smallest towns and main freight routes all appear to have been provided with adequate supply of laybys suitable for rest breaks or overnight stops.
- Supplementing the provision in each town, or on the edge of each town, are a collection of industrial estates, the majority of which appear to be used for informal overnight parking. This typically does not cause problems, poor operational practice can lead to the creation of specific road hazards.

Figure 5.1 shows how a hierarchy can be developed for the lorry parking strategy.



At the top of the hierarchy, the HITRANS region has the capacity to continue supporting a number of full function lorry parking facilities on the key freight routes. Typically, these will provide hard-standing, toilets and showers, and a café. Often the lorry parking element will be an “add-on” service. Whilst these facilities are commercially run, it is important that HITRANS and its

partners ensure that these establishments are publicised throughout the freight community, as they play an important role in providing appropriate driver facilities, and also reduce adverse amenity and safety impacts. Examples include Skiach Services, and Newtonmore Truckstop. It is expected that many of the smaller towns in the area, it will not be commercially viable to provide lorry parking facilities. Local authorities in the area have each sought to provide dedicated lorry parking areas within, or on the outskirts, of their towns to safely provide for lorry parking demand.

Whilst offering fewer facilities, typically the local towns benefit from the passing trade, in terms of shops, local fuel suppliers, and the benefit of keeping lorry parking activity. Examples include Lossie Green in Elgin, and Lochavullin in Oban. It is important for local authorities in the HTRANS area to understand the value that these sites have for the haulage community, and also for the benefit that they bring by helping to contain and effectively manage lorry parking in the area.

Along the main trunk routes of the area, there are a large number of laybys and informal areas which lorries use on a regular basis for 45minute rest stops, as well as for overnight parking (if they are away from a town). These facilities are equally vital to the haulage industry, ensuring that drivers' working hours regulations can be efficiently and safely achieved, and also accommodating the total lorry parking demand.

Again, it is important that local authorities and trunk road operators understand the importance of these sites as part of the lorry parking supply in the area, and ensure that appropriate management and maintenance regimes are adopted. We found no particular evidence that more areas were required, but the collation of an inventory in each local authority of such areas may be a beneficial exercise for effective management of these areas, and could also identify small scale improvements.

Finally, it is also important to consider the role of lorry parking in industrial estates in the area, typically on the outskirts of the larger towns. It is recognised that many lorry drivers will want to (or have to due to working hours legislation) park adjacent to their delivery or pick up location. This can enable most efficient use of their time, and avoid problems of congestion etc. Furthermore, during the evening, there is typically adequate space for parking, and it causes minimal adverse amenity impacts.

The problems arise from poor operator practice, using the industrial estates as operational areas, and leaving unattended trailers on the roadside. This can cause a road safety danger, and causes operational problems for neighbouring users. The wide variety of conditions (layout, parking pressure, adjoining land uses, traffic activity) means that this strategy cannot necessarily recommend a "one size fits all" approach, and local authorities and industrial estate managers should make themselves aware of the scale and significance of any problems prior to banning all lorry parking in an area.

Options may include identifying particular areas of the industrial estate that are most suitable for overnight parking; similarly, if all parking is to be banned, then it is important to ensure that alternative provision is available nearby (e.g. Woody's within Longman Industrial Estate).

5.5 Lorry Park Development

Through the research element of this study it is apparent that the only area which would be able to substantiate a new or improved lorry park would be in the Inverness area reasonably close to the A9/A96 Raigmore Interchange. This location is where the largest number of HGV movements and route decision takes place.

This section of the Strategy outlines potential options for new lorry parking locations. This list of sites has been generated through the stakeholder discussions held and the information and data collection fieldwork.

In considering potential sites, criteria similar to those identified during the assessment of existing lorry parking locations have been considered as follows:

- The potential number of **HGV parking bays** that could be accommodated;
- The **ease of access and egress** to major routes;
- The **accessibility of local facilities**; and

- **Additional information** such as surrounding environs.

In addition to appraising the potential of new sites as lorry parking locations, cognisance is also taken of the following:

- The potential for upgrading existing parking locations; and
- Designation of the use of public car parks to include HGVs.

5.5.1 *Proposed Site 1 – Upgrade to Inverness City Lorry Park (Woody's)*

'Woody's Truckstop' is a traditional lorry park situated within Longman Industrial Estate. Woody's is a privately operated cafe, however the site is owned by The Highland Council and parking fees and rates are paid for the tenancy of this site. The park has room for approximately 40 vehicles and shower and WC facilities are available on-site. There is little in the way of security at the site and limited CCTV coverage is in place to prevent thieving and vandalism at the cafe. The hard standing is in poor repair and requires substantial upgrading. Signage from the A9/A82 junction is limited and does not capture visiting vehicles until they have committed to the A9 north of the A96 Raigmore Interchange. This suggestion could be realised with:

- Local Authority contribution to upgrading of lorry park surfacing;
- Trunk Road operator contribution of appropriate signage; and
- Local Authority/Private Tenant upgrade of existing signage.

5.5.2 *Proposed Site 2 – Inverness Gateway*

The Inverness Gateway site is an ongoing proposal for a multi-use development to the west side of the A9 immediately south of the Milton of Leys grade separated junction. This site has yet to be designated for exact purpose and the developers G. H. Johnston Building Consultants Ltd could not confirm the number of Lorry Parking spaces which would be included if this land were developed for a service station/retail facility. However, the planners have expressed an interest in establishing dialogue with regard to the size/components of the truckstop element of the proposals.

The site has plenty of greenfield space at present, however, it is anticipated that a 'House of Bruar' type development including fuelling and service station would leave very limited room to realise a 'lorry park' in the traditional terms. To succeed this development would need:

- Private developer contribution to ensure a set number of HGV parking bays are built;
- Assurance that driver welfare facilities/shared public WC facilities are built at the site; and
- Private developer/Trunk Road operator contribution of appropriate signage.

5.5.3 *Proposed Site 3 – Inverness (East)*

East of Inverness to the rear of the Inverness Business and Retail Park a large brownfield site which backs on to the railway line has yet to be developed. The site is close to prime office rental and retail locations with a Vue cinema and fast food outlets being considered an attraction for visiting lorry drivers.

The site is well linked to the A96 by a large roundabout and only 3 minutes drive from the A9/A96 Raigmore Interchange. HGVs have been noted as parking illegally behind the Burger King, sometimes on and off the pavement over double yellow lines. In this instance they cause a hazard to both pedestrians and other road users. A parking location close to these facilities would remove the requirement for illegal and inappropriate parking, allowing visiting drivers to use the facilities while securely parking off the public highway.

However the close proximity to hotels and offices in the area as well as being located on a modern development site makes the potential of this location as a lorry park very expensive and would almost certainly raise substantial objections from tenants already in the area. Issues affecting the investment in this site:

- Land use designation by Local Authority;
- Considerable investment by Local Authority/Private Developer to ensure land procurement;
- Outcome of consultation process with neighbouring tenants and business owners; and
- Trunk Road/Highland Council to agree that the adjacent roundabout can cope with increased vehicle movements.

A compromise to a lorry parking solution at this site could include the provision of a small area of parking between Homebase and Argos, predominantly to give visiting delivery vehicles a waiting area, but could also be used for short term parking for drivers accessing retail and food outlets within the Retail Park. As the land is privately occupied the tenants would need to reach a mutually agreeable solution.

5.5.4 Proposed Site 4 – Inverness Airport

Stagecoach have proposed to build a shared use Park and Ride site between Inverness Airport and the edge of development to the east of Inverness on the A96. This Park and Ride would be situated around 5 minutes drive east of the A9/A96 Raigmore Interchange and would be accessible from the Smithton roundabout off the A96. The £7 million development would include up to 400 car parking spaces and potentially a Stagecoach depot.

It is anticipated that Highland Council would require the site to be made available in the off-peak allowing HGVs to park on hard standing overnight while commuter traffic is not using the parking area. At present the plans are on hold but Stagecoach remains confident of the sites' feasibility and may pursue this development in the future.

The following map shows the potential new or upgrade sites in the Inverness area.



Figure 5.1 – Proposed Lorry Park Development Sites

In terms of demand for lorry parking in the Inverness Area, we would note that additional capacity currently exists at Woody's Truck Stop to accommodate additional demand.

In terms of investment and time required to make these developments a reality, an upgrade to Inverness City Lorry Park (Woody's Truckstop) through improvement of hardstanding area is potentially the most straightforward way to improve facilities in the Inverness area, however it is anticipated that this option would incur some public sector capital costs.

The private developer sites at Inverness Airport, Milton of Leys and the proposed site in Inverness Business Park would require significant costs in planning and consultation as well as the capital cost of actually building the facilities, although it is assumed that these would be predominately met by the private sector. Clearly, the development of additional private sector facilities has the potential to abstract demand from Woody's, or other commercial sites in the area (potentially also Newtonmore Truckstop). By contrast, this new development may hold out the prospect of improved facilities at no development cost to the Council.

The private development at Milton of Leys is under consideration by planners at present and the requirement to designate a certain proportion of the retail/service station location as a lorry park is as yet unconfirmed. It is likely that this will be a multi-user facility and the provision of lorry parking bays will be an aside to other operations.

5.6 Bad Weather Parking Provision

The Lorry Parking Strategy also considers suggested locations for emergency parking when severe weather is forecast. This will help to ensure driver safety in the event of very heavy snowfall and low temperatures as well as reducing HGV numbers remaining on the main road network, which may cause problems for snow clearance.

A number of sites were identified along the A9 Corridor south of Inverness for consideration.

5.6.1 Proposed Site 5 – Tomatin (Former Little Chef site)

The former Little Chef site at the side of the A9 approximately 15 miles south of Inverness is close to the roadside and has the remains of the former restaurant facilities still in place. An area large enough for around 10 HGVs is still in existence and with minimal investment could be sign-posted and turned into hard standing for HGVs. The junction accessing the A9 has a limited line of sight and access, however a right turn refuge exists for southbound vehicles.



A9 Tomatin – Former Little Chef Site

An existing plan to develop a nearby site to a similar use as the Inverness Gateway development exists at this location (<http://www.braemoreattomatin.co.uk/>) and planning consent could be pursued at this point to include provision of parking for visiting and delivering HGVs.

5.6.2 Proposed Site 6 – Macdonald Highland Resort, Aviemore

Within Aviemore townscape, a very large section of hard standing to the north of the Macdonald Highland Resort exists. It was part of the former resort development and the land is currently unused. Within Aviemore townsite, this location would allow lorry drivers taking a break or taking refuge from poor weather to make use of the local facilities. However being within the town limits this option is likely to generate substantial opposition from local residents and other businesses.

An alternative option within Aviemore could be improved use of space at Dalfaber Industrial Estate in order to allow lorries to park within the estate. An area large enough for 12 vehicles currently exists off the carriageway and a designation of land use combined with appropriate signage from the A9/A95 junction north of Aviemore would ensure HGV trips through the town centre are minimised. Facilities at this location are limited but the site is around 10 minutes walk from the town centre.

5.6.3 Proposed Site 7 – Newtonmore

Newtonmore Motor Grill is a well established Cafe and Lorry Park with reasonable access to the A9 Trunk Road. Situated approximately 1 hour drive south of Inverness, this site could be better signed for the provision of lorry parking and would allow safe refuge to HGV drivers travelling along the more remote sections of the A9. Space for up to 20 HGVs, showers, WC and cafe all exist at this location already and in conjunction with the Signing Strategy outlined in Section 5.2, this location offers a cheap and effective part time solution to lorry parking for southbound traffic while the A9 might be shut due to snow closures.

As an existing facility, this location would require only a few basic amendments to encourage drivers who may be encountering difficulties due to bad weather to use it. Cooperation between the Trunk Road operators to include signage to a Bad Weather refuge as well as liaison with Transport Scotland to utilise the Variable Message Signs (VMS) to encourage drivers to do the same would help to increase the profile of this location without the additional development costs associated with the other two sites.

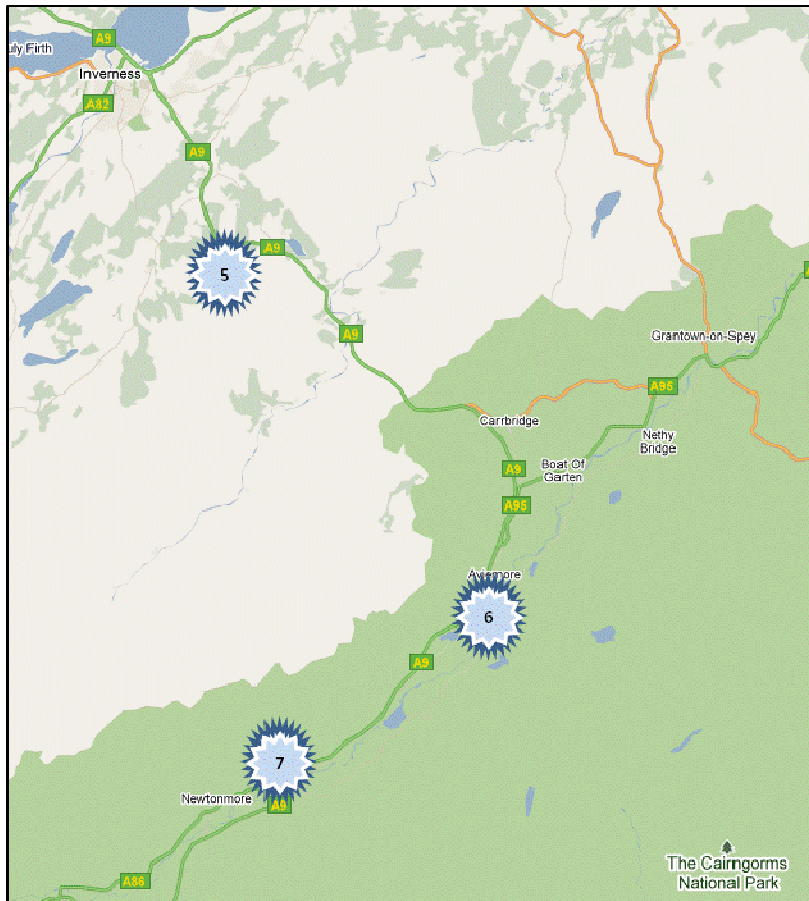


Figure 5.2 – Proposed A9 Bad Weather Refuge Parks

5.6.4 Improved Use of the VMS sign network

In conjunction with providing appropriate hard standing for vehicles seeking refuge during bad weather, it is suggested that the VMS (Variable Message Signs) operators at Transport Scotland display messages to encourage drivers to find appropriate locations to park during heavy snowfall.

Previous experience in using VMS signs to communicate weather messages has confirmed that the content focuses on:

- Problem;
- Affect; and
- Guidance.

Transport Scotland already has adverse weather plans in place for VMS signs and these are evoked when weather warnings are received. Therefore, there would be few difficulties encountered in amending existing messages to communicate bad weather advice.

With regard to specifying appropriate locations for lorry drivers to park during adverse weather, it is not possible for VMS signs to display messages naming organisations (such as Newtonmore Motor Grill), as this may cause contention between competing

services. It is also possible that drivers could be directed to a lorry parking location that was at capacity when they arrived. These are issues that HITRANS could discuss with Transport Scotland should it be considered desirable to pursue the use of VMS signs to communicate advice to lorry drivers.

Overall, it is considered that this option could provide overarching benefits by providing up to date travel information on safe, secure and legal parking locations for HGVs.

5.7 Area Wide Signing Strategy

Across the HITRANS region a common problem noted was that there is very little information provided for visiting drivers for the provision of lorry parking facilities, where commercially operated facilities are located often the road signing from the major trunk roads was particularly poor.

The following example exists on the A68 Trunk Road linking the Scottish Borders to Northumberland. The signage gives HGV drivers advance warning of facilities which encourages them to make a choice as to whether to park at the roadside or to continue to an appropriate, and approved, parking location.



Parking Signage - A68 near Jedburgh

It is proposed that signage is used to capture visiting vehicles at strategic points on the route network across the Highlands and Islands. This should be done in conjunction with the respective Trunk Road operators and if possible neighbouring Regional Transport Partnerships Nestrans and Tactran in order to provide consistency across the North of Scotland.

A basic signing strategy for capturing northbound traffic (heading towards Inverness) is included below for consideration:

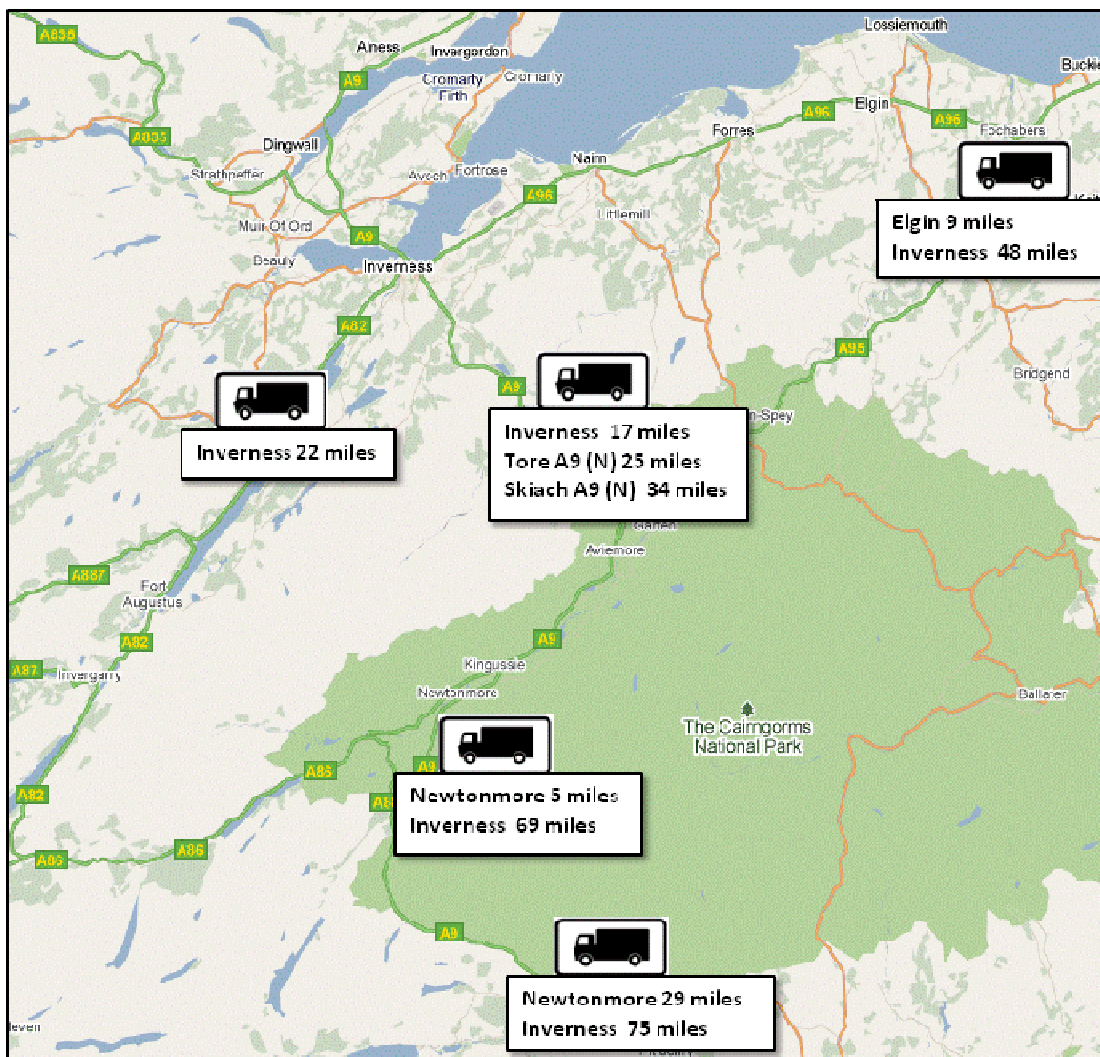


Figure 5.3 – Example Lorry Park signing strategy for Northbound vehicles

Reasons for long distance parking signage strategy:

- To encourage a reduction in the reliance on roadside and layby parking;
- Potentially increased revenue and employment opportunities for lorry park operators and local services;
- Improved relations with existing stakeholders, lorry park owners and the road haulage community;
- Shared costs of implementation between Trunk Road operators, local authorities and potentially private operators; and

- Comparatively cheap to implement compared with establishing or upgrading a new facility.

In a similar strategy to the Bad Weather Provision, the VMS signs could be used overnight to promote parking facilities for HGV drivers. The provision of basic information such as mileage to the next parking location may help to reduce the reliance of visiting drivers on laybys and public car parks.

5.8 Layby Inventory and Improvements

The Lorry Parking Strategy has identified laybys as one of the main choices of parking location for HGVs in the HITRANS area. Although the work has identified that no additional layby provision appears to be required, it is considered that a layby inventory could be undertaken in each local authority area to develop a database confirming the following:

- The location of each layby;
- The direction each layby is facing;
- Whether the layby is separate from or adjacent to the carriageway;
- The estimated HGV parking capacity of each layby;
- The state of repair of each layby; and
- The proximity of relevant local facilities to the layby.

This would provide a focus for local authorities to implement a layby management and maintenance regime, which will ensure the ongoing suitability of laybys as lorry parking locations, particularly for short stay 45 minute rest breaks. As part of the management and maintenance of laybys, the scope of the regime could also be extended to include winter maintenance checks, to identify laybys where snow clearing was required.

5.9 Local Upgrade of Existing Lorry Parking Signage

Combined with an improved long distance signing strategy, improvements could be made to the local signage to capture vehicles within the localised area.

For example, on approach to Inverness there is minimal signage towards the Inverness City Lorry Park (Woody's). By the time a driver has made a strategic decision to join or leave the Trunk Road network, it is too late to capture them at the A82/A9 junction outside Inverness.

Other strategic towns such as Oban and Fort William have signage for lorry parking, but this is only displayed within the town limits. This captures visiting drivers, but only once they have committed to the town centre and pick up the appropriate signage. There is an element of risk to this approach as visiting drivers with limited knowledge of the area may not even know of the existence of the facility and may choose to park inappropriately at the edge of the town or within an industrial estate.

There are a number of locations in other towns where lorry parking is accepted in public car parks. In both Elgin and Dingwall, neither town has indicative signage for Lorry Parking on the main routes through the towns. The most common indication of the availability to drivers of a location to park their vehicles is whether other HGVs are already parked in that area.

None of the privately owned lorry parks had indicative signage showing the availability of lorry parking from the A9 trunk road. This would mean that a driver unfamiliar with the area would have no information to encourage them to use one of these facilities, which would mean they would have to park in a layby or inappropriately in an industrial estate.



Existing Lorry Parking Signage – Fort William

This type of signing strategy investment could be met at Local Authority level in conjunction with Trunk Road operators to meet a consistent approach across the HITRANS region.

A spin off benefit to this could include better management of seasonal coach and bus trips which frequent the Highlands and Islands over the summer months encouraging coach operators to park responsibly in designated spaces away from hotel car parks.

Benefits to the local environment would be:

- Reduction of 'lost' HGV mileage;
- Reduction of exhaust pollution created by HGVs navigating through towns searching for parking locations;
- Where provided, an increase in use of services and facilities;
- Reduction in littering and fouling in laybys; and
- Potential increase in revenue for surrounding food and retail outlets.

5.10 Designation of Lorry Parking

There are a number of public car parks across the HITRANS area which are used by drivers for lorry parking without specifically being designated for that purpose. Where there is no official signage to encourage lorry parking and the local authority do not appear to have an issue with the situation, lorry parking continues without issue. Some of these car parks include:

- Lossie Green Car Park, Elgin – Used by HGVs already with local amenities and WC facilities close by;
- Town Centre Car Park, Dingwall – Close to town centre with good access to local services, used by HGVs frequently;
- A82 Town Centre Car Park, Drumnadrochit – On the side of the A82, popular stop with HGV drivers due to burger van and toilets on-site;
- A830 Waterfront Car Park (opposite the station), Mallaig – Popular with tourist buses during the day but easily accessible to main road and away from residential areas, could be used as staging area for ferry traffic;
- A82 Car Park, Tarbert (Loch Lomond) – Small car park away from private houses, complete with WC facilities; and
- Lorne Street Car Park, Lochgilphead – Currently used by local bus and HGV operators for overnight parking, limited space but very close to local amenities and WC facilities.



Lorne Street Car Park - Lochgilphead

Many of these existing car parks have public toilets and are located close to the town centre. With a small change in their designation to encourage lorries to park in these locations, the following advantages could be made on a localised basis:

- Reduction in inappropriate parking;
- Better utilisation of Council operated facilities;
- Increase in revenue for local services, parking tariff, cafes and shops;
- Improved relations with road hauliers; and

- Potential creation of operating centres for local hauliers.

5.11 Additional Advertising

All improvements to Lorry Parking provision in the Highlands and Islands should be done so in conjunction with the appropriate advertising. Trade publications and magazines are an excellent way of encouraging haulage operators to plan ahead and book parking for their vehicles and there are a number of commercial publications which advertise Lorry Parks and other information for the professional driver.

Transport Scotland's own Freight Scotland website has many useful links including the locations of Lorry Parks in across the Region, see <http://freightscotland.org/map.asp>. This facility to is free to access and information can be updated through a request via the website.

5.12 Revenue Generation for Funding of Lorry Parks

Following discussions with existing Lorry Park Operators, the Trade Associations and The Driver Interview Survey, the issues with funding and paying for any new lorry park facility are:

- Is it in the right place?;
- What facilities are on-site to attract drivers?; and
- How much does it cost?.

The following table of indicative costs which the drivers would be willing to pay for any future Lorry Parking facilities has been developed.

Table 5.1 – Suggested Pricing Policy for Lorry Parking Strategy

Level of Parking Facility	Facilities Available	Weekday Overnight Charges	Weekend Overnight Charges
SETPOS Level Facility	Over 200 Parking Spaces Hard Standing Motel Secure Access Gate Secure Fencing and CCTV WC and Shower 24hr Cafe and Shop Fuelling Contract Parking Facilities	£23.50 (Prepaid account incl. Meal voucher)	£14.00 (Prepaid account incl. Meal voucher)
High Quality Lorry Park	Up to 50 Parking Spaces Hard Standing Secure Fencing and CCTV WC and Shower Fuelling Cafe/Shop Contract Parking Facilities	£17.00 (incl. Meal voucher)	£9.00 (incl. Meal voucher)
Medium Quality Lorry Park	Up to 20 Parking Spaces WC and Shower Basic Security Cafe (Limited Opening)	£14.00 (incl. Meal voucher)	-
Basic Lorry Park	Up to 15 Parking Spaces WC	£9.00	-
Shared Use Local Authority Car Park	Limited Spaces	£5.00	-

We would recommend that sites in the HITRANS area would be priced to correspond with “Medium Quality Lorry Parks” identified above.

A new venture regarding the provision of a Lorry Park in the HITRANS region would require private/commercial developer contributions. In the current economic climate, it is highly unlikely that the Local Authorities could justify the investment into a Lorry Park. Inverness City Lorry Park is a good example of this where the land is owned by Highland Council and the cafe and on-site facilities are maintained and operated privately.

To give a comparison, the only UK SETPOS (Secure European Truck Parking Operational Services) registered Lorry Park, at Ashford International Truckstop in Kent, has been used as a quality benchmark. This facility includes marked parking bays on concrete hard standing for nearly 400 vehicles. High level CCTV and Street lighting, gated entry and full security fencing as well as a complete compliment of 24 hour services cafe, showers, WC, fuelling and truckwash.



SETPOS Standard - Ashford Lorry Park, Kent

5.13 Capital Funding Options

It is recognised in the current climate that there are constraints in funding, and this means that larger capital schemes are unlikely to be prioritised. In addition, it is considered that turnover generated by any new lorry parking sites is not likely to be sufficient to fund new investment.

However, there may be opportunities for small scale capital allocations, providing high impact, at a relatively low cost. This could include the signage strategy. In addition, where infrastructure improvement work is being undertaken adjacent to a relevant facility, there may be opportunities to extend the scheme to provide additional benefits for lorry parking. Indicative costings have been included in Table 5.2.

5.14 Summary of Lorry Parking Options

To summarise, the following courses of action are suggested for the continued development of lorry parking facilities across the HITRANS region.

The table below contains six courses of action which have been identified from the research carried out during this project. Each was considered individually as a result of the various interviews and survey data was collated to provide a logical series of solutions to a Lorry Parking Strategy for the HITRANS region.

Table 5.2 – Summary Table of Lorry Parking Strategy Options

Suggested Course of Action	Development Stakeholder	Approximate Cost to Develop	Barriers to Development
New Lorry Park Development	Commercial Operator Private Developer Local Authority	£££££ £1.5mill	Planning Consent Local Consultation Capital Cost to Develop Potentially not cost effective
Bad Weather Parking Provision	Local Authority Trunk Road Operators Commercial Operator	£££ £500,000	Local Objection to temporary use of land Cost to Develop Additional Signage
Area Wide Signing Strategy	Trunk Road Operators Local Authority	££ £200,000	Cost of Signing Strategy
Upgrade to Existing Inverness City Lorry Park (Woody's)	Highland Council Tenant Operators of Existing facility	££ £150,000	Cost of Resurfacing Cost of Additional Signing Cost of Basic Security Measures
Layby Inventory and Improvements	Trunk Road Operators Local Authority	££ £100,000	Cost of Surfacing Cost of Kerbing Cost of foliage removal and maintenance
Local Upgrade of Existing Lorry Parking Information	Local Authority	£ £20,000	Cost of Signing
Designation of Lorry Parking at Existing Car Parks	Local Authority	£ £15,000	Local Opposition to increased HGV movements

5.15 Overall Recommendations

In summary there are a wide range of options which HITRANS could pursue in the development of a Lorry Parking Strategy. What is clear is that Inverness, Fort William, Elgin, plus lifeline Ferry routes all generate a significant number of HGV trips and the impact of the growing population at major towns is going to result in more Heavy Goods Vehicles visiting the area to supply the goods and services which the Highlands and Islands populations require.

We have identified, and prioritised opportunities for lorry parking facilities and infrastructure in the section below.

1. An area wide signing strategy

This long distance strategy would target visiting vehicles at strategic points on the route network across the Highlands and Islands by giving drivers advance warning of lorry parking provision.

2. Local Upgrade of Existing Lorry Parking Signage

In addition to a signing strategy for the HITRANS area, local signage upgrades would target vehicles within specific areas of the HITRANS region. This, for example, could include informational signage for the Newtonmore Motor Grill.

The implementation of this signing strategy could be co-ordinated at local authority level.

3. Encourage local authorities to undertake layby inventories and develop local management and maintenance databases

The parking survey identified a number of instances of layby parking. By undertaking layby inventories and developing a database for their management and maintenance, these important HGV parking locations will be maintained to a suitable standard for those HGVs requiring to stop in such locations for rest breaks or overnight in the HITRANS area.

4. Discussion with G.H. Johnston Building Consultants Ltd with regard to Milton of Leys development

Ongoing dialogue with G.H. Johnston Building Consultants Ltd should be held with regard to the Milton of Leys development, and the potential provision of lorry parking within this proposed development site.

It is recommended that planning consent for lorry parking provision includes space for 15 – 20 vehicles to ease pressure on existing facilities in the area.

5. Upgrade of Inverness City Lorry Park (Woody's Truckstop) Longman Industrial Estate

An upgrade to this facility may be the most straightforward option for improving lorry parking facilities in the Inverness area.

There would be particular benefits in upgrading hard standing at this site if appropriate developments were made with regard to the upgrade of existing lorry parking signage in and around Inverness. However, funding the improvement would require capital contribution from the public sector.

Appendices

Appendices

**HITRANS Lorry Parking Strategy:
Appendix 1 – Site Observation and Operator Interview**

- AECOM is undertaking a lorry parking survey on behalf of the local councils in the Highlands and Islands of Scotland for the organisation HITRANS.
- We want to better understand existing lorry parking patterns in the north 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 proposed new lorry parking facilities in the area.

Q1. How many HGV spaces are available? _____

Q2. What facilities do you have on site?

WC	
Shower	
Cafe	
Shop	
Fuel	
Security (fence/CCTV)	
Other	

Q3. On average how many vehicles park here overnight? _____

Q4. Most popular nights for HGV parking? _____

Q5. Overnight parking charges? _____

Observer Comments

Other amenities close by?	
Distance to local town?	
Access and egress?	
Closest Trunk Road?	
State of repair?	
Other comments	

HITRANS Lorry Parking Strategy: Appendix 2 – Roadside Observation Form

- To be used to identify vehicle type and location
- Observe markings and determine operator name
- If possible indicate whether loaded or empty
- Where possible talk to the driver

Road Name: _____

Direction of Travel: _____

Location: _____

Country (licence plate info/operator markings): _____

Vehicle Type (*Tick one only*)

	Notes
Articulated	
Rigid	
Drawbar	
Other	

Body Type

Curtainside	
Freezer	
Flatbed	
Timber	
Tanker	
Box van	
HIAB/Crane	
Tipper	
Other (please note)	

Load If possible accurately identify load type, look for markings on trailer to show contents, tankers usually show ID markings on the rear.

Curtainside (General Haulage)	
Frozen Foods	
Timber – logs	
Timber – products	
Tanker – by product	
Bulk – by product	
Tipper – by product	

**HITRANS Lorry Parking Strategy:
Appendix 3 – Driver Interview Form**

- AECOM is undertaking a lorry parking survey on behalf of the local councils in the Highlands and Islands of Scotland for the organisation HITRANS.
- We want to better understand existing lorry parking patterns in the north 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 proposed new lorry parking facilities in the area.
- 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. What is your home base? _____

Q2. Where did you start today? _____

Q3. Where are you travelling to? _____

Q4. Do you have any intermediate stops? _____

Q5. What was the main reason for the stop? (Tick one only)

Rest Period (45 mins)	<input type="checkbox"/>
Daily Rest Break (11 hours)	<input type="checkbox"/>
Waiting for delivery slot	<input type="checkbox"/>
Other (Please specify)	<input type="checkbox"/>

Q6. Why did you choose to park at this particular location? (Tick all that apply)

Convenience	<input type="checkbox"/>
Lack of parking at destination	<input type="checkbox"/>
Space available	<input type="checkbox"/>
Fuel	<input type="checkbox"/>
Other facilities	<input type="checkbox"/>

Q7. How frequently do you stop overnight in Highlands and Islands of Scotland?
(Tick one only)

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

Q8. A new off-road truckstop facility is being considered in the area.

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	

Q8b. Of those ticked above, what do you consider to be the most important?

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Q9. How much would you be prepared to pay for the use of such a facility?
(including meal voucher) (Tick one only)

Up to £10.00 for 24 hours	
Up to £15.00 for 24 hours	
Up to £20.00 for 24 hours	
Comment	

Q10. If such a facility were available today, would you have used it for the current trip? *(Tick one only)*

Yes	
No	
Comment	

Any other notes or comments?

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HITRANS LORRY PARKING STRATEGY: APPENDIX 4 – ROADSIDE OBSERVATION RESULTS TABLE

A828/A82 Oban to Fort William							
Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
Lochavullin Rd	n/a	Oban	England	Durham County	Articulated	Freezer	Frozen Goods
Lochavullin Rd	n/a	Oban	England	G+S Haulage	Rigid	Curtainside	General haulage
Lochavullin Rd	n/a	Oban	unknown	unknown	Articulated	Timber	Logs
Oban Ferry Terminal	n/a	Oban	England	J Brearley	Rigid	Curtainside	General haulage
A828 Layby	Northbound	Cuil	Scotland	Oban Express	Rigid	Box	General haulage
A82 Layby	Northbound	2 miles Sth of Fort William	unknown	unknown	Articulated	Timber	Empty
A82 Ballachullish	Southbound	Ballachullish	Scotland	Ferguson Transport	Drawbar	Timber	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Baillie Bros. (Elgin)	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	J Paterson	Rigid	FlatBed	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Thomas Gill	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Walter Marchbank	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Holland	DB Shenker	Articulated	Box	Alcan supplies

Fort William Lorry Park	n/a	Fort William	Scotland	Walter Marchbank	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Charlie Lauder	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Walter Marchbank	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Walter Marchbank	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Baillie Bros. (Elgin)	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	Scotland	Charlie Lauder	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	unknown	unknown	Rigid	Tipper	Empty
Fort William Lorry Park	n/a	Fort William	UK	McDonalds	Articulated	Freezer	Foodstuffs
An Aird Retail Park	n/a	Fort William	England	Headlay Flooring	Rigid	Box	Building Supplies
An Aird Retail Park	n/a	Fort William	Scotland	Alan Davie	Rigid	Curtainside	General haulage
An Aird Retail Park	n/a	Fort William	France	unknown	Articulated	Freezer	Frozen Goods
Glen Nevis Ind Est	Northbound	Fort William	UK	Brit European	Articulated	Freezer	Frozen Goods
A830 Corpach	Eastbound	Corpach	Scotland	Ferguson Transport	Articulated	FlatBed	Timber Products

A830 Blair Mohr	Eastbound	Fort William	England	Bitumen Specialist	Articulated	Tanker	Bitumen
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A82 – Fort William to Inverness

Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
A82 Layby	Northbound	Letterfinlay	England	Benfield	Articulated	Flatbed	Empty
A82 Layby	Northbound	Invergarry	Scotland	Bannerman (Tain)	Articulated	Tipper	unknown
Public Car Park	n/a	Drumadrochit	Scotland	County Frozen	Rigid	Freezer	Dairy Supplies

A9 Corridor – Inverness to Drumochter

Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
A9/Milton of Leys Jct	Southbound	Milton of Leys	Poland	unknown	Articulated	Curtainside	General Haulage
A9 Layby	Northbound	Daviot	Scotland	Duncan Adams	Articulated	Container	Whisky Products
A9 Layby	Southbound	Tomatin	England	Tyson	Rigid	Curtainside	General Haulage
A9 Layby	Northbound	Tomatin	UK	Pickfords	Rigid	Removals	Furniture
A9 Layby	Southbound	Sth Tomatin	UK	TK Maxx	Articulated	Box	Retail Clothing
A9 Layby	Southbound	Sth Tomatin	Scotland	D Stevens (Wick)	Articulated	Freezer	Frozen Goods

A9 Layby	Northbound	Slochd Summit	UK	Tesco	Articulated	Freezer	Frozen Goods
A9/A938	Southbound	Carrbridge Jct	Scotland	Bannerman (Tain)	Articulated	Flatbed	Empty
A9 Layby	Northbound	Aviemore	Scotland	Murray Smith&Son	Articulated	Flatbed	Building Supplies
Dalfaber Ind Est	n/a	Aviemore	Scotland	Highland Haulage	Articulated	Curtainside	General Haulage
Dalfaber Ind Est	n/a	Aviemore	Scotland	Millers of Speyside	Rigid	Freezer	Dairy Products
A95 Layby	Northbound	Grantown on Spey	Scotland	A&F Grant	Articulated	Tanker	Whisky Products
A95 Layby	Northbound	Grantown on Spey	UK	Simmons Dist.	Articulated	Curtainside	General Haulage
A9 Layby	Northbound	Alvie	UK	unknown	Articulated	Freezer	Frozen Goods
A9 Layby	Southbound	Kincraig	Scotland	Chivas Regal	Articulated	Tanker	Whisky Products
A9 Layby	Southbound	Kingussie	UK	unknown	Box	Rigid	General Haulage
Newtonmore Services	n/a	Newtonmore	Scotland	Falkirk Car Carriers	Articulated	Car Transport	Cars
Newtonmore Services	n/a	Newtonmore	Scotland	MacRitchie Highlands	Articulated	Curtainside	General Haulage
Newtonmore Services	n/a	Newtonmore	UK	unknown	Rigid	Box	General Haulage

Newtonmore Services	n/a	Newtonmore	UK	ABN Feeds	Rigid	Tipper	Agriculture
Newtonmore Services	n/a	Newtonmore	Scotland	Coulthard Ltd	Articulated	Curtainside	General Haulage
Newtonmore Services	n/a	Newtonmore	UK	unknown	Articulated	Curtainside	General Haulage
Newtonmore Services	n/a	Newtonmore	UK	Silent Night	Drawbar	Box	Beds
Newtonmore Services	n/a	Newtonmore	England	Armstrong	Articulated	Livestock	Empty
A9 Layby	Southbound	Drumochter Summit	England	Ponsonby	Articulated	Curtainside	General Haulage
A9 Layby	Southbound	Drumochter Summit	England	Allisters	Rigid	Flatbed	Empty
A9 Layby	Southbound	Drumochter Summit	UK	unknown	Articulated	Freezer	Frozen Goods

A9 Corridor – Alness to Inverness							
Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
n/a - off road	n/a	Alness Ind Est	UK	Landpower Service	Rigid	Dropside	Empty
n/a - off road	n/a	Alness Ind Est	UK	Sutherland Brothers Ltd	Rigid	Box	General Haulage
Fyrish Way	Southbound	Alness Ind Est	Scotland	Drummond Distribution	Rigid	Box	Tyres

n/a	n/a	Skiach Services	UK	Unknown	Rigid	FlatBed	Logs/timber
n/a	n/a	Skiach Services	Scotland	Stevenson of Avonbridge	Articulated	Box	Woodchip
n/a	n/a	Skiach Services	Scotland	Harry Lawson, Broughty Ferry	Articulated	Tanker	Chemical (Petrol)
n/a	n/a	Skiach Services	Scotland	Robert Laidlaw, Falkirk	Rigid	FlatBed	Gas cylinders
n/a	n/a	Skiach Services	Scotland	D Steven & Son, Wick	Rigid	Box	Frozen Products
n/a	n/a	Skiach Services	UK	Colin W Parker	Articulated	FlatBed	Plough, new tractor
n/a	n/a	Tore Services	Scotland	Highland Car Crushers	Rigid	FlatBed	Empty
n/a	n/a	Tore Services	UK	T L Gill	Articulated	FlatBed	Hiab
Off Carsegate Road	Westbound	Carse Ind Est, Inverness	UK	Autologic	Articulated	Car Transporter	Cars
Carsegate Road North	Southbound	Carse Ind Est, Inverness	UK	M & H Carriers	Rigid	Drawbar	
Henderson Road	n/a	Woody's Truck Stop, Inverness	Scotland	Hunter Fraser, Black Isle	Cab only		

Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	3663	Rigid	Box	Foodstuffs
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	KRT - Kings Road Tyres	Rigid	Box	Tyres
Henderson Road	n/a	Woody's Truck Stop, Inverness	Scotland	Mackenzie Haulage	Articulated	Dry Bulk	Empty
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Unknown	Rigid	Curtainside	General Haulage
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Roger Bullivant	Articulated	FlatBed	Empty
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Universal Recycling Company	Articulated	Bulk Tipper	Waste Products
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Fred Green & Son Ltd	Articulated	Lowloader	Empty
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	A & D Haulage, Telford	Articulated	Curtainside	General Haulage
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Unknown	Rigid	Curtainside	General Haulage

Henderson Road	n/a	Woody's Truck Stop, Inverness	Scotland	Border Traffic Service	Rigid	Curtainside	General Haulage
Henderson Road	n/a	Woody's Truck Stop, Inverness	Scotland	Dyce Carriers	Articulated	FlatBed	Empty
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Peter Grant Papers	Articulated	Curtainside	Paper Products
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Galt Transport	Articulated	FlatBed	Construction Equip
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	VP Plc	Articulated	Lowloader	Empty
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Indent	Rigid	Box	General Haulage
Henderson Road	n/a	Woody's Truck Stop, Inverness	UK	Bretts Transport Ltd	Articulated	Curtainside	General Haulage
Longman Drive (west)	Southbound	Longman Ind Est, Inverness	Scotland	J & G Riddell, Aberdeenshire	Articulated	FlatBed	Empty
Longman Drive (east)	Eastbound	Longman Ind Est, Inverness	UK	Jenkinsons Forest Products	Articulated	Curtainside	Woodchip

A835 – Dingwall							
Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
Commercial Court Car Park	n/a	Dingwall	UK	N L Cairney	Cab only		
Commercial Court Car Park	n/a	Dingwall	UK	Ken Mallison & Sons	Articulated	FlatBed	Empty
Commercial Court Car Park	n/a	Dingwall	Scotland	A & F Grant, Ballindalloch	Articulated	FlatBed	Logs/timber
Commercial Court Car Park	n/a	Dingwall	Scotland	D Steven & Son, Wick	Rigid	Curtainside	General Haulage
Commercial Court Car Park	n/a	Dingwall	Scotland	Alan Davie & Son, Forfar	Rigid	Box	General Haulage

A82 – Tyndrum - Ballachullish							
Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
Green Welly Shop	n/a	Tyndrum	UK	Unknown	Rigid	Curtain	General Haulage
Green Welly Shop	n/a	Tyndrum	Scotland	Grant Ltd	Articulated	Curtain	General Haulage
Green Welly Shop	n/a	Tyndrum	Scotland	Ferguson Transport	Articulated	Flatbed	Timber Products
A82 Layby	Northbound	Bridge of Orchy	UK	Unknown	Articulated	Freezer	Frozen Products

A82 Layby	Southbound	Rannoch Moor	UK	ASDA	Articulated	Freezer	Frozen Products
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A96 Corridor – Inverness to Keith							
Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
A96	Westbound	Lay-by near Newton	UK	Unknown	Articulated	Curtainside	General Haulage
West Road	n/a	Greshop Ind Est, Forres	Scotland	Spey Bay Salvage	Rigid	Crane	
West Road	n/a	Greshop Ind Est, Forres	UK	Unknown	Articulated	FlatBed	Empty
West Road	n/a	Greshop Ind Est, Forres	Scotland	A & F Grant, Ballindalloch	Articulated	FlatBed	Logs/timber
West Road	n/a	Greshop Ind Est, Forres	Scotland	James Jones & Sons	Articulated	FlatBed	Logs/timber
West Road	n/a	Greshop Ind Est, Forres	Scotland	James Jones & Sons	Articulated	FlatBed	Logs/timber
West Road	n/a	Greshop Ind Est, Forres	UK	Spirit	Articulated	Car Transporter	Cars

Nr West Road/Greshop Road Jctn	Westbound	Greshop Ind Est, Forres	UK	Reive & Grossart	Rigid	Curtainside	General Haulage
n/a	n/a	Lossie Green Car Park, Elgin	Scotland	MacKenzie & MacLennan (Gairloch)	Rigid	Tipper	Empty
n/a	n/a	Lossie Green Car Park, Elgin	UK	Caterham Furniture	Rigid	Box	Furniture
n/a	n/a	Lossie Green Car Park, Elgin	UK	Finnforest	Articulated	Curtainside	Timber Products
n/a	n/a	Lossie Green Car Park, Elgin	UK	B & Q	Rigid	Box	Retail
n/a	n/a	Lossie Green Car Park, Elgin	UK	Unknown	Rigid	Box	General Haulage
n/a	n/a	Lossie Green Car Park, Elgin	UK	Walker, Tuxford	Articulated	FlatBed	Empty
n/a	n/a	Lossie Green Car Park, Elgin	UK	Worcester Bosch Group	Articulated	Curtainside	Retail
n/a	n/a	Lossie Green Car Park, Elgin	UK	Cooper Callas	Rigid	Box	General Haulage

n/a	n/a	Lossie Green Car Park, Elgin	Scotland	Leiths	Rigid	Tipper	Empty
n/a	n/a	Lossie Green Car Park, Elgin	UK	Porcelanosa	Rigid	Box	Retail
Chanonry Road South	Northbound	Chanonry/Moycroft Ind Est, Elgin	UK	Glasdon	Rigid	Box	General Haulage
n/a	n/a	Baxters (Fochabers)	UK	Unknown	Cab only		
A96	Eastbound	High Street, Fochabers	UK	Unknown	Rigid	Curtainside	General Haulage
Charlotte Street	Eastbound	Fochabers Square	UK	Texspeed	Rigid	Luton van	General Haulage
A96	Westbound	Lay-by south of Fochabers	UK	Unknown	Articulated	Curtainside	General Haulage
A96	Westbound	Lay-by nr A95/A96 interchange	UK	Unknown	Articulated	FlatBed	Empty

A96	Westbound	Lay-by nr A95/A96 interchange	UK	Unknown	Articulated	FlatBed	Pipes
A96	Westbound	Regent Street, Keith	Scotland	V G Mathers	Rigid	Curtainside	General Haulage
Balloch Road	Northbound	Keith	UK	Unknown	Rigid	Dropside	Building products

A96 Corridor – Keith to Huntly

Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
A96	Westbound	Ashgrove Services	Scotland	Barclay Bros	Articulated	Livestock	Empty
A96	Westbound	Ashgrove Services	UK	ASDA	Articulated	Curtainside	Retail
A96	Westbound	Ashgrove Services	UK	Unknown	Rigid	Box	General Haulage

A83 Campbeltown – Loch Lomond

Road	Direction	Location	Country	Operator	Veh.Type	Body Type	Load (if known)
A83 Campbeltown	n/a	Campbeltown Pier	UK	Unknown	Articulated	Freezer	Empty
A83 Campbeltown	n/a	Campbeltown Pier	Scotland	Fyne Fish	Rigid	Freezer	Fish

Glebe Street	Westbound	Campbeltown	UK	Frigoscandia	Articulated	Freezer	Empty
Snipefield Ind Est	Northbound	Campbeltown	Scotland	Malcolm Construction	Rigid	Flatbed/HIAB	Construction Eq
A83 Clachan	Northbound	Clachan, Argyll	UK	Unknown	Tractor	n/a	
Tarbert Ind Est	n/a	Tarbert, Argyll	Spain	CEPSA	Articulated	Freezer	Fish
Tarbert Harbour	n/a	Tarbert, Argyll	Scotland	MacKinnon (Skye)	Articulated	Flatbed	Empty
A83 Ardrishaig Pier	n/a	Ardrishaig	Scotland	Coille Haulage	Articulated	Timber	Empty
Lorne St Car Park	n/a	Lochgilphead	Scotland	Ferguson and Son	Rigid	Recovery	Empty
Lorne St Car Park	n/a	Lochgilphead	England	AD Mason (Scarborough)	Articulated	Curtainside	General Haulage
A83 Layby	Westbound	Furnace Village	Scotland	R&M Distribution	Articulated	Curtainside	General Haulage
Inveraray Coach/Lorry Park	n/a	Inveraray	Scotland	P McKerral (Campbeltown)	Articulated	Timber	Timber
Inveraray Coach/Lorry Park	n/a	Inveraray	Scotland	Coille Haulage	Articulated	Timber	Timber
Inveraray Coach/Lorry Park	n/a	Inveraray	Scotland	Smith of Denny	Trailer	Flatbed	Empty

Inveraray Coach/Lorry Park	n/a	Inveraray	UK	Unknown	Trailer	Flatbed	Empty
A83 Layby	Eastbound	Inveraray	Scotland	B Mundell (Kennacraig)	Articulated	Curtainside	General Haulage
A83 Layby	Eastbound	Rest and Be Thankful	Scotland	P McKerral (Campbeltown)	Articulated	Flatbed	Empty
Arrochar	n/a	Ballyhenan Restaurant Car Park	UK	Unknown	Trailer	Freezer	Empty
A83 Layby	Southbound	Luss	Scotland	Drummond Distribution (Bathgate)	Rigid	Curtainside	General Haulage
A83 Layby	Northbound	Luss	Scotland	Oban Express	Articulated	Box Van	General Haulage

HITRANS Lorry Parking Strategy: Appendix 5 – Driver Interview Results Table

Vehicle Location	Operating Base	Origin	Destination	No. of Stops	Requirements for Parking								Freq. Of visits	Payment Method
					Price	Fuel	Location	WC	Shower	Security	Cafe	Other Amenities		
Skiach Services	Avonbridge	Avonbridge	Invergordon	0						✓		✓	2/week	Account
Skiach Services	Wick	Peterhead	Scrabster	2			✓		✓				2/week	Receipt
Skiach Services	Sedburgh	Sedburgh	Elgin	1		✓					✓	✓	1/week	Receipt
Fort William Lorry Park	Holland	W. Midlands	Fort William	0	✓		✓		✓				1st visit	Receipt
Alness Ind Est	Armadale	Bathgate	Alness	0	✓			✓	✓				3/week	Receipt
Newtonmore Motor Grill	Longtown	Longtown	Newtonmore	0			✓	✓	✓		✓		1/month	Receipt
Newtonmore Motor Grill	Milton Keynes	London	Inverness	1			✓	✓	✓	✓			2/month	Cash
Drumochter Layby	Perth	Perth	Ullapool	0			✓						4/week	FREE
Inveraray Lorry Park	Cowal (Argyll)	Campbeltown	Inveraray	2	✓		✓						2/week	FREE
Arrochar	Loch Fyne	Derby	Lochgilphead	0	✓		✓	✓	✓		✓		2/month	FREE