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## Overnight Lorry Parking in the Tactran Region



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# 1 INTRODUCTION

TACTRAN is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas. Its role is to bring together the local authorities and other key stakeholders to take a strategic approach to transport planning and delivery in the region.

The formation of the TACTRAN Regional Freight Quality Partnership (FQP) was approved by the Partnership Board on 24 June 2008. This aims to bring together at a regional level stakeholders with an interest in freight movements and included in its remit is to identify new opportunities and proposals for freight enhancement within the region.

A FQP Steering Group has been established to monitor and help drive progress on agreed actions. It incorporates representatives from the Freight Transport Association (FTA), Road Haulage Association (RHA), Stirling & Tayside Timber Transport Group, Scottish Council for Development & Industry, Scottish Enterprise, Stirling Council, Montrose Port Authority, the Port of Dundee, Highland Spring and Arbroath & District Chamber of Commerce/Dundee & Angus Chamber of Commerce. The Group's inaugural meeting was held in November 2008 where an early priority was agreed to review overnight lorry parking in the TACTRAN region.

This study aims to establish the extent of overnight lorry parking on the public road network, whether further provision of off-road lorry parking may be justified and identify actions for improved provision and operator/driver awareness of facilities.

## 2 BACKGROUND

### 2.1 Lorry Parking

Lorry parking in general and overnight parking in particular has been identified as a major issue nationally for some time. The Heavy Commercial Vehicles (Controls & Regulation Act 1973 (“Dykes Act”) placed on Councils a duty to regulate the use of roads with the object of preserving and improving the amenities of their areas. The following year the Department of the Environment published a consultation paper “Routes for Heavy Lorries” which identified a national lorry route network supported by the provision of strategic lorry parks. In the event only one secure lorry park identified was opened, in Carlisle.

Further consideration was given to the issue of lorry parking in the Department of the Environment, Transport and the Regions 1999 UK policy paper “Sustainable Distribution: A Strategy”. This included a proposal to “encourage better provision of roadside rest facilities for lorry drivers on motorways and trunk roads”.

The Department for Transport, as part of its Freight Best Practice initiative, published the Local Authority Freight Management Guide in January 2007. This included a section on Driver Rest Facilities and Lorry Parking. The Guide commented that “It is preferable for drivers to be parked at a managed site ... rather than parked in roadside lay-bys or adjacent to minor roads”. It recognised that parking can take place on lay-bys, industrial estates or rough ground with no security or other facilities. Locations with “intermediate” facilities were identified; these facilities include a toilet and shower block, a café selling “good value for money” meals, facilities for entertainment, such as a television lounge, and a surfaced and lit parking area. Locations with “premium” facilities would provide meals and driver facilities of a reasonable quality, and a site with lighting, CCTV, security patrols and a barrier and perimeter fencing.

The European Commission’s Directorate General for Energy & Transport has identified as major issues attacks on high value cargo and vehicles and the lack of adequate rest facilities for drivers on the Trans European Road Network (TERN). The TERN includes the A9, A90, M80 and M90 in the TACTRAN region. A pilot project called SETPOS (Secure European Truck Parking Operational Services) is in progress, running from June 2007 to June 2009. This comprises an alliance of partners already active in improving freight safety and security. It aims to establish secured lorry parking sites and associated information services. The objectives include:-

- formulate and demonstrate a common standard for secured parking
- establish information, guidance and a reservation platform for all types of lorry parking.

One pilot site has been identified in the UK at GSE Waterbrook in Ashford, Kent.

There will be two main SETPOS security standards:-

- SETPOS Secure – will set the minimum reasonable requirements for physical security that would give confidence to lorry operators for a safe parking place. It will minimise the investment necessary by a lorry park operator and be easier for established lorry parks to attain by making a select number of improvements

- SETPOS High Security – the Europe-wide, high standard for lorry parking security.

Categories of standards will be defined for each of the following categories:-

- perimeter security
- perimeter entrances and exits
- parking area
- surveillance
- CCTV
- procedures
- other security measures.

## **2.2 Lorry Parking – Minimum Standards**

Minimum standards for lorry parking have been identified in two publications.

The Institution of Highways and Transportation/Department for Transport/CSS's Transport in the Urban Environment published in 1997 listed the basic requirements for the provision of lorry parking as:

- good hardstanding
- ease of manoeuvring for larger vehicles
- good lighting
- sufficient security to discourage vandalism and petty theft.

The Department for Transport's Local Authority Freight Management Guide notes the facilities provided at lorry parks (see above) and identifies factors that should be taken into consideration in considering the provision of lorry parking. These are:

- availability of location
- proximity to area of demand
- proximity to strategic road network and substantial volumes of traffic
- good access and egress between the site and the adjacent road network, and to the strategic road network
- sufficient area for parking and development of facilities
- available space for expansion
- provision of or proximity to appropriate basic facilities
- sufficient intermediate separation from other land uses (such as residential)
- consistency with land use policy.

The Department for Transport Circular 01/2008 "Policy on Service Areas and other roadside facilities on motorways and all-purpose trunk roads in England" stipulates the minimum criteria for the signing of Truckstops from motorways. These include that Truckstops should provide as a minimum:

- 30 HGV parking spaces
- fuel
- hot drinks and food
- showers
- adequate parking to cater for expected demand

- free flush toilets together with hand-washing facilities of sufficient number to cope with demand
- access to a cash-operated telephone (card phones alone will not suffice)
- 24 hour availability every day except Christmas Day, Boxing Day and New Year's Day.

The Circular adds that signing will not be provided where, in order to reach the Truckstop, HGVs would be required to pass through residential areas.

### **2.3 Road Freight in Scotland**

“Preparing for Tomorrow, Delivering Today - Freight Action Plan for Scotland” was published by the Scottish Executive in 2006. This comments that freight traffic will grow over the next 20 years. It identifies trends in freight characteristics, including increased demand for consumer goods, with resulting increase in imports, and centralisation of inventory that are likely to give rise to longer distance lorry movements and consequently more demand for overnight lorry parking.

The Action Plan also refers to Transport Scotland's Freight Scotland web portal that includes a listing of Truckstops in Scotland.

## 3 ISSUES

### 3.1 Lorry Parking Issues

Lorry parking in inappropriate locations can give rise to problems of lorry related crime; road safety; damage to roads or verges; noise: environmental health caused by litter; hygiene, particularly related to human waste; and visual intrusion and safety.

Statistics on road freight crime within the UK are collected by Truckpol. Truckpol is a public/private sector partnership, supported by the Home Office, Association of Chief Police Officers (in England, Wales and Northern Ireland) and industry stakeholders from haulage, insurance, security and manufacturing which aim to reduce road freight crime. In 2008 1,895 HGVs were stolen, having a value of £42.3 million while there were 1,362 thefts from vehicles, valued at £42.2 million; the thefts from vehicles consisted of loads and not personal items. Together these comprised 87% of road freight crimes; the remainder included attempted theft, hijacks and deception.

Truckpol has commented that “road freight crime is organised, increasingly violent and market driven. Organised criminals respond to demand, travelling the length and breadth of the country to steal goods and vehicles in a number of ways ranging from ‘curtain slash’ thefts from vehicles parked at night to robbery and lorry hijacks”.

Safety and environmental issues can arise with overnight lorry parking with regard to:

- road safety – there can be an increased risk of accident particularly where lorries are parked at night with no lighting in lay-bys on unlit major roads. Any vehicle entering a lay-by at relatively high speed will potentially not see the lorry until leaving the main carriageway. It is illegal for an HGV to park during the hours of darkness on any road unless its side and rear lights are illuminated
- damage to kerbing and verges
- noise nuisance for any residences in the vicinity, associated with the engine start-up in the morning, and especially where refrigerated units are parked which require a generator for operation through the night
- environmental health and hygiene issues caused by litter and particularly human waste
- visual intrusion, particularly on major roads passing through scenic areas, though obviously less of an issue than during the daytime.

### 3.2 Issues in the TACTRAN Region

Consultation was undertaken with stakeholders to identify overnight lorry parking issues and where it had been necessary to take appropriate action. This comprised contact with:

- Tayside Police and Central Police to seek their views on overnight lorry parking and associated crime/nuisance

- the region's local authorities' traffic engineers and parking managers to identify any known locations of overnight lorry parking, particularly where this gives rise to complaints from the public, establish where Traffic Regulation Orders (TRO) are used to restrict overnight lorry parking and to identify car/lorry parks that permit overnight lorry parking
- Transport Scotland to seek their views on overnight lorry parking and controls in place or being considered.

### 3.2.1 Lorry Related Crime

Lorry related crime, as recorded by Truckpol is not a significant problem in the TACTRAN region. A summary of Police comments on overnight lorry parking is as follows:

#### **Tayside Police Eastern Division**, covering Angus

No significant problem.

A number of lorry drivers live in Forfar or Kirriemuir, and work for firms based elsewhere, particularly in Dundee, and consequently park their lorries overnight in the two towns. These formerly largely used Council car parks. When this was no longer permitted they moved to parking on-street in Orchardbank Industrial Estate. Subsequently many of them have made arrangements with Don & Low and other firms to park within their premises.

There is a minor issue from time to time with lorries parking at Station Place, Forfar resulting in resident complaints. The area is covered by double yellow lines and therefore enforcement action can be considered.

The only recorded crimes are minor – consisting of no more than 6 incidents per annum and usually comprising theft of radios or personal items from cabs.

#### **Tayside Police Central Division**, covering Dundee

This is not considered to be a major issue, with few crimes occurring.

It is noted that overnight parking occurs regularly at Wester Gourdie Industrial Estate, Claverhouse Industrial Estate, West Pitkerro Industrial Estate, in the Port area and adjacent to the A90 at Bullionfield (Invergowrie). These have not caused any significant enforcement issues and few complaints have been received from businesses or the public in these areas. However, the Police consider that “it is obviously desirable to have all these vehicles in purpose built parking facilities in order that the needs of the owners, drivers and community are best served”.

#### **Tayside Police Western Division**, covering Perth & Kinross

This is not considered to be a significant issue. They rarely encounter any lorries that are illegally parked that would require Police enforcement.

Records of all lorry-related crimes for 2008 listed the following;



- fuel tank siphoned of diesel – 6 cases, generally from lorries parked at premises or in locations away from major regionally significant roads or industrial estates
- theft of money and mobile phone from an insecure HGV parked at a retail park
- attempted theft of a lorry at Inveralmond Industrial Estate
- theft of lorries – 4 cases, two with loads of skips and scrap metal respectively from locations within Crieff and Perth.

### **Central Police Stirling Area**

Few reported lorry related crimes. Thefts from lorries tended to occur in the daytime and two of the four recorded involved lorries parked in premises.

### **3.2.2 Safety and Environmental Issues**

The extent of environmental and safety problems was considered in consultation with the region's local authorities and Transport Scotland. The responses were as follows

#### **Angus Council**

It was suggested that there was not a significant problem other than lorries parked by residents. It was noted that some overnight lorry parking takes place on A90 lay-bys but this does not give rise to any complaints or concerns. There are no issues in any of the business/industrial parks.

Lorries are prohibited from parking overnight in all Angus car parks except Bellies Brae in Kirriemuir which is used by drivers resident in the town. An overnight lorry ban was proposed for this car park but was opposed by Kirriemuir residents. Alternative locations for lorry parking have been considered but further action is limited by financial constraints

#### **Dundee City Council**

There are no significant lorry parking issues on the main routes through Dundee. The City Council does not permit lorry parking in any of its car parks. The main concerns regarding HGVs are lorry movements to and from the Port and the use of Albert Street/Forfar Road to access Kingsway.

#### **Perth & Kinross Council**

Complaints have been received regarding overnight lorry parking in the following locations:

- former A85 route through Glencarse village
- Auld Bond Road, Perth
- Inveralmond Industrial Estate, Perth
- Arran Road, Perth
- Muirs, Kinross
- Perth Harbour
- A90 former Longforgan roundabout
- A90 former Invergowrie roundabout
- Dunkeld – Atholl Street car park.

The Council has no blanket on-street lorry parking restrictions. Some lay-bys are signed to prevent overnight parking; these are aimed at caravans rather than lorries and are advisory only. There are proposals to introduce a TRO banning overnight lorry parking in Arran Road.

A planning condition prevents overnight lorry parking at the Broxden Services filling station.

Generally the Council's car parks do not permit overnight lorry parking. Only one permits lorries, this is in Ferry Road in Pitlochry and is accessed via a railway bridge with a height limit of 4.26metres (14' 0"). It is intended for lorries accessing premises in Pitlochry rather than serving longer distance lorry parking needs. The South Inch car park in Perth permits overnight coach parking but despite a ban on lorries it is used by HGVs.

There is a proposal in the Local Transport Strategy to seek to establish private sector HGV parking at Inveralmond adjacent to the A9. However, no private sector interest had been forthcoming.

### **Stirling Council**

There are no significant lorry parking issues in the Council's area. Generally the Council's car parks do not permit overnight lorry parking. The Council is aware of overnight lorry parking occurring at the Corbiewood Stadium car park, though it is believed that numbers have decreased in favour of using the Moto M9 Services.

The Council's City Transport Strategy refers to lorry and coach parking. In the medium term (2011/12 – 2016/17) it is proposed to develop lorry and coach parking in association with Park and Ride facilities at Forthside, Castle View and Pirnhall/Corbiewood. There are proposals also to produce a Lorry and Coach Parking Management Plan.

### **Transport Scotland**

Transport Scotland is the Roads Authority for Trunk Roads, including the A9 and A90 TACTRAN region. Generally overnight lorry parking has not given rise to concern. Some advisory signs have been erected on the A9 north of Perth but they have been unable to establish if they are covered by an appropriate TRO.

Transport Scotland is reviewing its current policy regarding direction signage for Truckstops off the network with an aim to produce a new policy by the end of April 2009.

They are also responsible for maintaining the Freight Scotland website ([www.freightscotland.org](http://www.freightscotland.org)). One of the layers on the "Freight Map" section lists the name and location of 30 lorry parking facilities across the country.

### **3.3 Conclusion**

In general, on-road overnight lorry parking is not recognised as a major issue in the TACTRAN region in terms of lorry-related crime or for safety and environmental reasons. It results in few crimes other than relatively small numbers of thefts of personal possessions from cabs. Nevertheless the Police consider it desirable for

lorries to be parked in purpose built parking facilities to safeguard the needs of the owners, drivers and community.

The lack of complaints received by the region's Councils indicates that the locations where lorries park overnight are sufficiently far from residents' homes to avoid causing problems associated with noise or visual intrusion. It would appear also that no safety related issues have been identified. However, the impact in terms of damage to kerbing and verges can be observed. Lorries parked overnight tend to pull further off the carriageway which can give rise to damage to verges. An example of this can be seen below at a lay-by on the A9 near Dunblane.



Similarly, lorries can be observed parked in industrial estates straddling the kerb and causing damage to footways.

## 4 OFF-ROAD PARKING FOR LORRIES

### 4.1 Location of Lorry Parks and Facilities Provided

There are a number of facilities in the region that provide overnight parking for lorries. These comprise Motorway Service Areas (MSA) and Truckstop type sites. The Freight Scotland and other websites have been examined together with consultation with local authorities to identify the locations.

Table 1 below lists the lorry parks together with direction signage and facilities offered. The region is relatively well provided for, particularly compared with busier more heavily trafficked corridors in Britain, such as to some of the main ferry ports. Figure 1 shows that most of the major road corridors and main urban centres in the region are served by lorry parks, with the exception of the Perth area.

The logistics operator, P S Ridgway of Dundee, offers contract parking for periods of one night and longer. However, the facility appears to be little used for overnight parking other than the operator's own lorries. It is a completely fenced-in warehousing and distribution centre and, as the site is protected by a remotely controlled gate would not be available for a lorry arriving speculatively, it has been excluded from subsequent analysis. As the only completely secure location in Tactran it should be incorporated in any publicity on lorry parking in the region, hence details are included in Table 1.

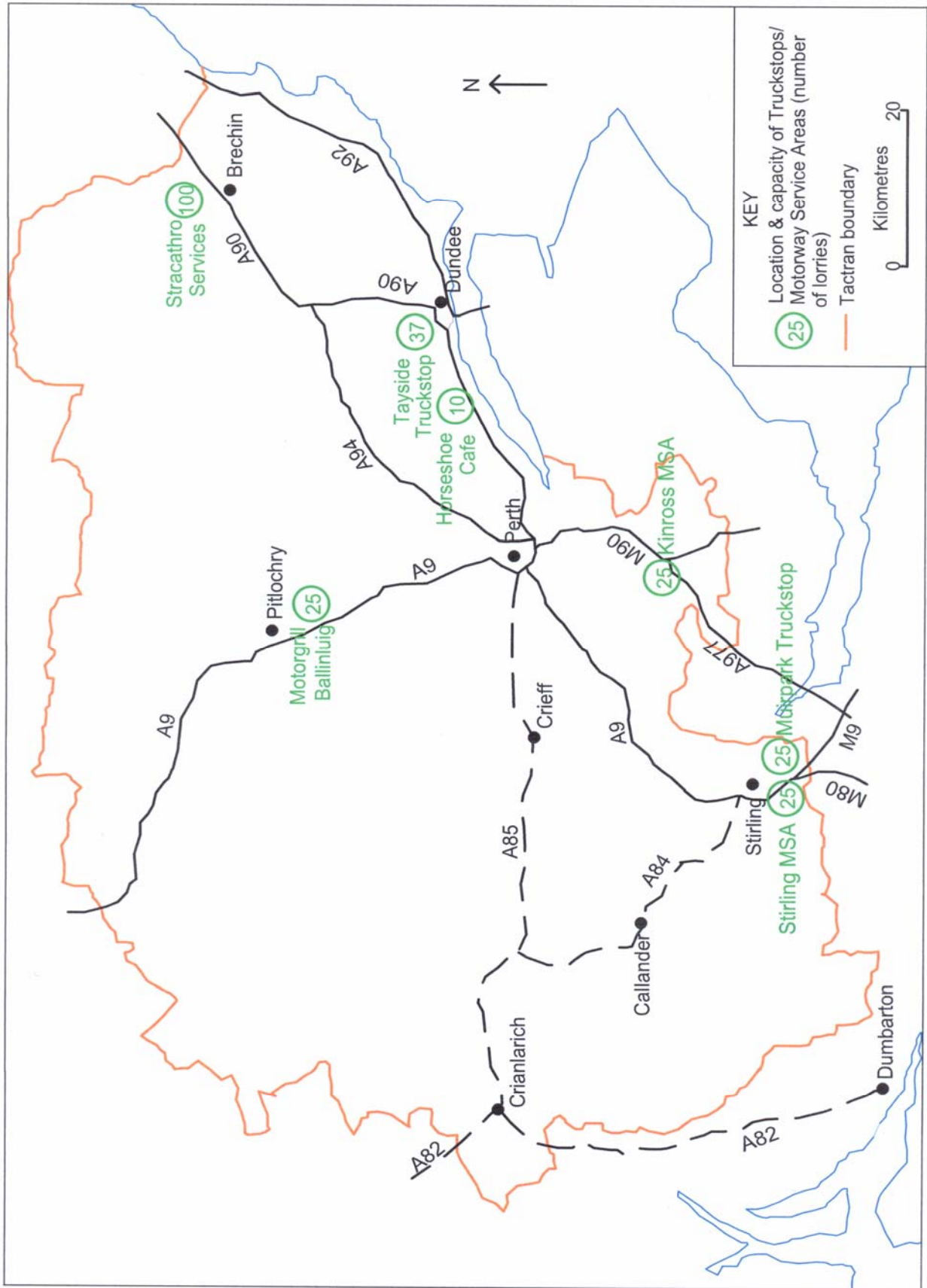


Figure 1 Location of Truckstops and MSAs in the TACTRAN Region

**Table 1 Lorry Parks in the TACTRAN Region**

Name and location	Capacity (no. of lorries)	Parking charges	Direction signage	Surfaced	Lighting	CCTV	Facilities						Comments	
							Controlled entry/exit	WC	Shower	Refreshments	Fuelling	Vehicle repairs		
Motorgrill, Ballinluig	25	free	signed as "Local Services"	yes	yes	yes	no	yes	yes	yes	yes	yes	no	facilities not 24 hour availability
Stracathro Services	100	free	signed as "Services"	no	no	no	no	yes	yes	yes	yes	yes	no	
Tayside Truckstop, Wester Gourdie, Dundee	37*	yes	yes	no	yes	not known	no, but access can be controlled	yes	yes	yes	yes	not currently - filling station nearby	no	Stagecoach depot adjacent could offer repair facility
P S Ridgway, Dundee	25	£8	none	yes	yes	yes	yes	yes	yes	yes	yes	no - filling station nearby	repair facilities are on site	
Horseshoe Café, Inchtute	10*	not known	none	no	no	no	no	yes	not known	yes	yes	no	no	facilities not 24 hour availability
Moto, M90 Junction 6, Kinross Services	25*	with food voucher £16 without food voucher £14	signed as "Services"	yes	yes	no	no	yes	yes	yes	yes	yes	no	
Moto, M9/M80 Junction 9, Pirnhall, Stirling Services	25*	with food voucher £17 without food voucher £15	signed as "Services"	yes	yes	not known	no	yes	yes	yes	yes	yes	no	
Muirpark Truckstop, A9	25*	free	none	yes	yes	no	no	yes	not known	yes	yes	no	no	facilities not 24 hour availability

\*estimated

The capacity of each site was taken from information made available by the site operator or by means of calculation from Ordnance Survey mapping. As none of the sites has bay markings this can only be an approximation as the actual number that can be parked will depend on the type of vehicle (articulated/rigid, etc) and whether it is possible to allow vehicles to be blocked in, for example where two vehicles are travelling together.

Most of the sites, other than the MSAs, provide free parking but do not offer the range of services or 24 hour availability at MSAs. Only the Tayside Truckstop has lorry parking direction signage, though "services" signage is provided to the MSAs and the sites at Ballinluig and Stracathro.

Security is not given a high priority. It appears that none of the sites has CCTV and only the Tayside Truckstop has a site that can be secured. Some of the sites are unsurfaced and do not have lighting, as well as offering low levels of security this could give rise driver injuries walking between parked lorries and facilities on site.

## **4.2 Internet Information**

In view of the lack of dedicated signage to most of the sites, and taking account of increasing use of the Internet and Sat Nav, a review was made of Internet based information on lorry parking.

The primary site with lorry parking information is Transport Scotland's [www.freightscotland.org](http://www.freightscotland.org). This lists lorry parks by name and location and provides relevant telephone details and URL links where available. The accuracy of information could be improved. Eight sites are listed for the TACTRAN region, including one lorry park that closed some years ago. The information supplied and format adopted are shown in Appendix 1. Transport Scotland has been informed of these inaccuracies and since the production of this report the information on the site has been rectified. The information for some locations is limited. There are no location maps, only written directions for some locations and no postcode information is provided (for input to Sat Nav and Internet mapping, etc.). Also it is available only in English.

The website [www.transportcafe.co.uk](http://www.transportcafe.co.uk) lists only two locations in the region, namely the Motorgrill (Ballinluig) and Muirpark Truckstop sites. This website is aimed at drivers and depends on input from them. It provides information on lorry park location and lists comments where supplied.

The Professional Drivers Association (PDA) maintains a website that lists Truckstops, ([www.pda-uk.org/truckstops](http://www.pda-uk.org/truckstops)) though only the Motorgrill (Ballinluig) and Stracathro Services in the TACTRAN region are listed. This provides the most comprehensive information of all the websites, providing detailed mapping, contact details and a full list of facilities for each location, an example page is shown in Appendix 2. It is dependent on Truckstop or Service Area operators requesting inclusion. On receipt of a request the PDA will send out an information pack explaining how the site can be listed and the minimum criteria that should be provided.

## 5 SURVEYS OF OVERNIGHT PARKING AND OPERATORS

Despite the number and distribution of lorry parks in the TACTRAN region, many lorries are parked overnight in lay-bys and on industrial estate roads. Possible reasons are lack of knowledge of lorry parks; lack of facilities at some sites; some lorry parks may be operating at capacity; no lorry park at some locations; and cost of parking.

Lorry parking can also occur in residential areas; generally this will be near the driver's home. In such circumstances any formal parking provision will be unattractive unless enforcement action is undertaken in line with O Licensing or contravention of relevant TROs.

Surveys have been undertaken to establish the extent of overnight on-road parking and whether further provision of off-road lorry parking may be justified. These were supplemented by a questionnaire survey of operators to gather more detailed information on the extent of parking and gauge attitudes to existing provision and facilities required.

### 5.1 Survey of Night-time Parking

Surveys of lorry parking have been undertaken on the main inter-urban roads in the region and at the larger industrial estates.

The roads surveyed were:

- M9/A9
- M90/A90
- A85 in Dundee – Riverside Avenue/Riverside Drive
- A92 (Dundee – Lower North Water Bridge)
- A94 (Perth – Forfar)
- A977 (Kinross – Blairingone)

The surveys included lay-bys, grade separated junctions and Service Areas. Counts were also made at the region's Truckstops.

Other roads may have some parking taking place but were not expected to generate sufficient numbers to consider making off-road provision viable. As a result of consultation with Perth & Kinross Council the surveys included known lorry parking locations near the main road network at Muirs in Kinross and in Glencarse.

Industrial estates surveyed were:

- Arbroath – Elliot, Kirkton
- Dundee – Wester Gourdie, Gourdie, Dryburgh, Dunsinane, Claverhouse, Baldovie, West Pitkerro
- Forfar – Orchardbank, Station Park
- Montrose – Broomfield, Forties Road
- Perth – Inveralmond, North Muirton
- Stirling – Springkerse

Survey information was gathered on vehicles of over 7.5 tonnes as follows:

- the lorry type



- the load, if visible, or the type of box
- the operator and branding
- registration number
- other aspects, such as heavy load or nationality where not British

The surveys were undertaken on weekday nights (Monday to Thursday) between 2000 and 2400 over the period 7 January – 10 March 2009. Each road/industrial estate was surveyed twice on different nights of the week. The surveys avoided periods of severe weather affecting any part of mainland Britain or known major disruptions, particularly programmed road closures. The survey programme was suspended in early February due to heavy snowfall.

Only lorries parked without their lights on were included in the survey. Relatively few lorries were observed stationary with the lights on; a number of these were observed later passing the observer. The latter also tended to be vehicles such as petrol tankers or in supermarket liveries that were not generally observed parking overnight and therefore these could be assumed to be taking legally required breaks (rather than rest periods) or answering mobile phone calls, etc.

## 5.2 Results of Night-time Parking Survey

### Parking Locations

The surveys were conducted over a series of 12 nights; therefore, the results are presented as averages rounded up to the nearest whole number. Lorry numbers include articulated/rigid trailer or tractor units parked separately. The average number of HGVs parked in the region overnight were:

MSAs/Truckstops	148
Unofficial off-street	30
Industrial estates	63
On road elsewhere	74
	-----
Total	315

Almost half were parked at authorised locations which offer facilities for drivers. However, a small number (30) were parked at a number of locations including South Inch Car Park and Broxden Park & Ride car park in Perth, where lorries are banned at any time; Broxden Filling station which has a planning condition preventing overnight parking; waste ground adjacent to McDonalds in Forfar; and at the Corbiewood Stadium car park and VOSA Check Point at Kildean, both in Stirling.

On-road parking was split between industrial estates, where some lorries are locally based parked outside depots, and other on-road locations, particularly in lay-bys on the major roads.

The parking locations have been mapped and are shown in Figure 2. A complete list is included in Appendix 3.

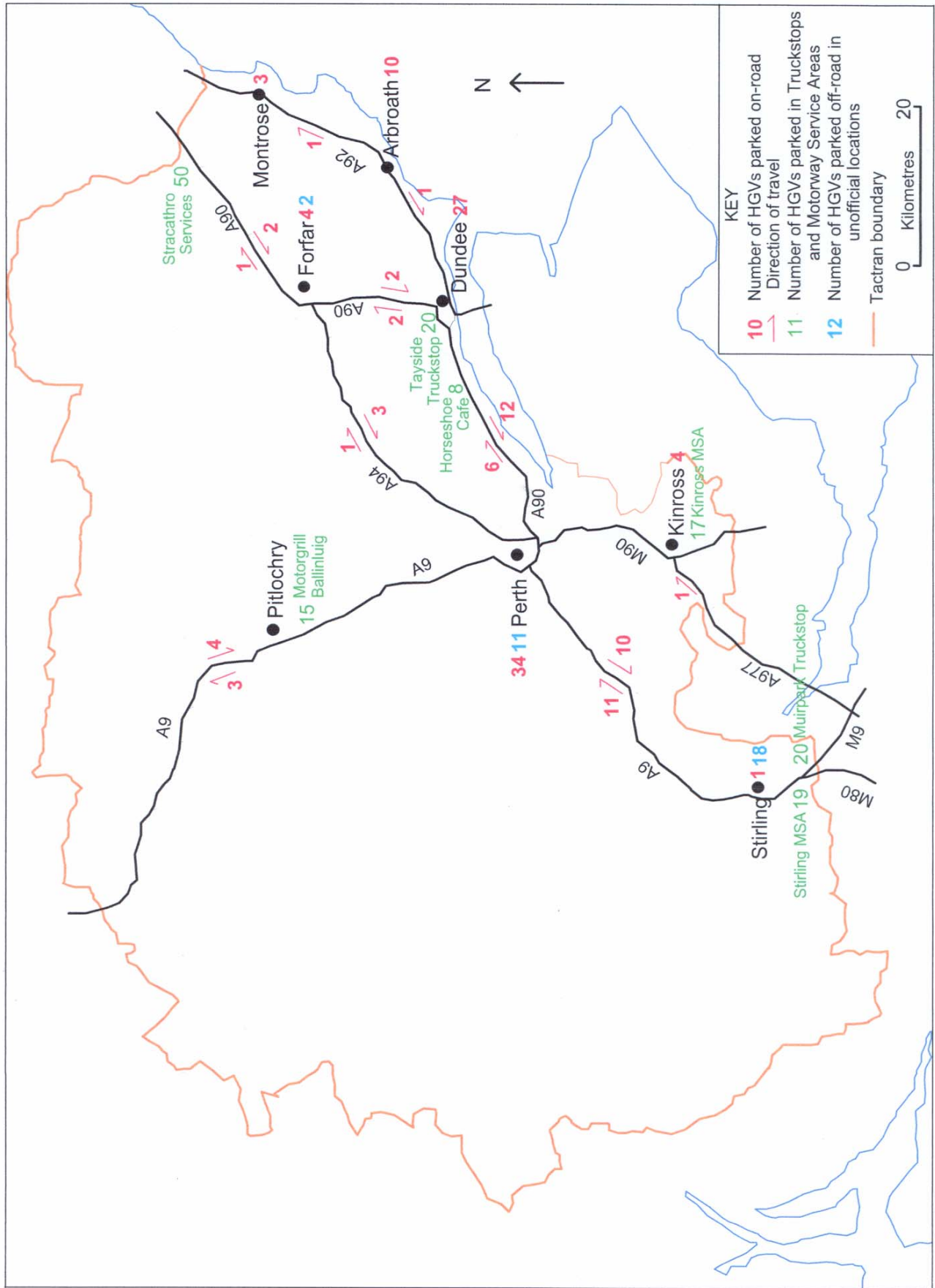


Figure 2 Locations of Overnight Parking in the TACTRAN Region

Perth, Stirling and Dundee have the largest number of vehicles parked. Of these, Perth has no official provision and therefore lorries were parked in locations such as Inveralmond Industrial Estate and at Broxden near the A9/M90/A93 junction. In Stirling official locations are used, as well as a smaller number parking unofficially at the Corbiewood Stadium and Kildean VOSA Check Point. Apart from one locally based lorry at Springkerse Industrial Estate no on-road parking was observed. In Dundee a larger number of vehicles were observed parked in industrial estates than at the Tayside Truckstop. No HGVs were observed parked on any of Dundee's main roads.

Outwith the three major urban areas most lorries were parked on the A9/A90 Dunblane – Perth – Dundee – Stracathro (and Aberdeen) corridor. Significant numbers of HGVs were parked at lay-bys between Dunblane and Dundee. Along this length of road only the relatively small Horseshoe Café at Inchtute provides off-road parking. North of Dundee, there is only a small amount of on-road parking. This corridor is served by Stracathro Services which was the most heavily patronised Service Area/Truckstop in the region with an average of 50 lorries observed.

Elsewhere the numbers of lorries were smaller. To the north of Perth more lorries were parked at the Motorgrill lorry park at Ballinluig than on-road. The A94 corridor between Perth and Forfar only had a small number of lorries parked in lay-bys. In Angus a modest amount of parking was observed at Arbroath's industrial estates. To the south of Perth, lorry parking is obviously not permitted on the M90 motorway, what demand there is seems to be catered for adequately at Kinross MSA. Despite the potential increase in lorry movements with the opening of the Clackmannanshire Bridge no significant demand was observed on the A977 route connecting the Bridge with the M90 within the region.

In terms of on-road parking on the main roads, there was no significant difference in demand by direction of travel except for the A90 between Dundee and Perth where demand for westbound parking was higher than eastbound. This difference was accounted for by the amount of parking at the lay-by/old road alignment at Bullionfield on the edge of Invergowrie.

There appears to be a correlation between the amount of on-road parking, particularly in lay-bys, and the availability of parking at MSAs/Truckstops. The stated parking capacity at Stracathro Services is 100 HGVs. It is believed that parking would have to be proactively managed to achieve this number of vehicles. Nevertheless, the A90 between the TACTRAN boundary and Dundee, as well as the A94 corridor between Forfar and Perth has only a small amount of on-road parking. This could be relatively easily accommodated at Stracathro Services. On-road parking along these corridors would appear to be due to lack of knowledge of the Services or through driver choice. Similarly most parking demand on the A9 north of Perth is satisfied by the Motorgrill Truckstop, though this would be operating close to or over capacity if all lorries parked on-road transferred into it. Kinross MSA south of Perth has spare capacity and meets most demand for lorry parking.

In the Dundee area Tayside Truckstop meets just under half of the parking demand though significantly on-road parking takes place in Wester Gourdie Industrial Estate, in which it is located, and at the lay-by at Bullionfield on the A90, which is less than three kilometres away.

In Stirling all demand for lorry parking is met effectively off-road, though some drivers choose to use locations without any facilities than the potentially less conveniently located Muirpark Truckstop and the relatively costly MSA.

Perth and the A90 and A9 approaching the city have the highest levels of on-road parking. An off-road facility with sufficient capacity for at least 50 HGVs would be required to provide an alternative to parking on-road within a 25 kilometre radius of the city.

### Lorry Type

The analysis of lorry type was undertaken only for vehicles parked on-road. Due to surveys being carried out in the dark, frequently at unlit locations, certain types of lorry have had to be aggregated. Refrigerated units, for example, have been included with box-type bodies. Table 2 provides a breakdown of the average number of vehicle types

**Table 2 Average Number of Lorry Types Parked On-road in the Region**

Type of vehicle	Body type	Number
Articulated	Box/refrigerated	22
	Car transporter	1
	Curtainside/tautliner	30
	Dropside	1
	Flatbed/skeletal/timber trailer	21
	Lowloader	1
	Tanker	8
	Tipper/dry bulk	10
	Total	92
Articulated – tractor only		4
Articulated – trailer only	Box/refrigerated	3
	Curtainside/tautliner	4
	Flatbed/skeletal	3
	Lowloader	1
	Tipper/dry bulk	4
	Total	13
Drawbar with trailer	Car transporter	3
	Curtainside/tautliner	2
	Flatbed/skeletal	2
	Total	7
Rigid	Box/refrigerated	8
	Car transporter	1
	Cement mixer	1
	Curtainside/tautliner	7
	Flatbed	2
	Gully emptier	2
	Recovery vehicle	2
	Removals	1
	Tipper/dry bulk	2
Total	23	

The type of HGV most frequently parked on-road are articulated units comprising curtainside/tautliner, box/refrigerated and flatbed/skeletal/timber trailers. Also common are rigid vehicles with box/refrigerated and curtainside/tautliner bodies. All of the articulated tractor only or trailer only units were parked on industrial estates suggesting that a number of businesses use industrial estate roads as well as their own premises for parking vehicles when not in use.

Only one lorry was observed that displayed abnormal load STGO plates.

### Loads Carried

It was possible to identify the load carried for only a small number of HGVs. These were generally for flatbed vehicles or those with specialist bodywork. It was not possible to include curtainside/tautliner and box types unless the vehicle livery indicated the type of load carried, where these are included it could not be ascertained whether the vehicle was loaded or running empty.

Although the data are limited they provide an indication of the nature of freight being carried by lorries parked overnight on the region's roads. The load and number of lorries over the 12 survey nights are as follows:

Logs	2
Vegetables	1
Eggs	1
Flour	1
Vegetable oil	1
Chemicals	1
Cement	1
Steel pipes	3
Steel girders	4
Concrete pipes	1
Scrap metal/cars	2
Machinery/fabrications	6
Cars	5
Tipper bodies	1
Tractors	1
Construction materials	
Roofing tiles	1
Builders materials	1
Concrete panels	1
Constructional timber	4
Stair parts/timber mouldings	1
Garage doors	3
Fireplaces	1
Prefab buildings	2
Paper	2
Beds/mattresses	1
Furniture	1
Removals	2

Some of the loads are of high value, such as cars, while others could be attractive to theft and relatively easy to remove such as some of the construction materials.

### Operator

The name of the operator and location of base was taken from the lettering and logos displayed on the HGVs parked on-road. A number of vehicles had no identification and consequently these have been excluded from the analysis. Locally based lorries

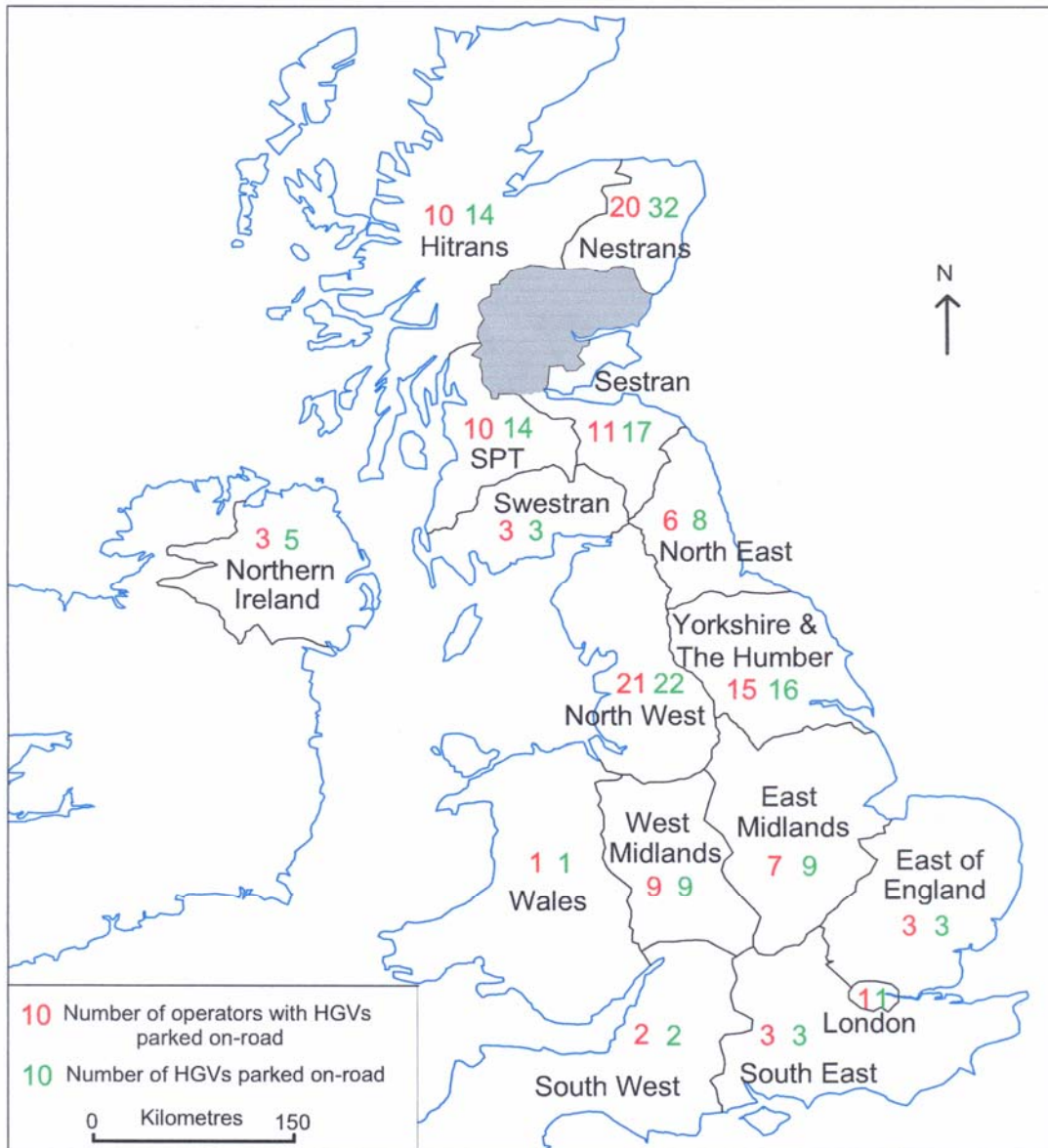
are defined as those parked within approximately 25 kilometres of the home base. The figures shown below are totals for the 12 survey nights.

**Table 3 Number of Operators and Lorries Parked On-road in the Region**

Type of operator	Industrial estates		Other roads	
	Number of operators	Number of HGVs	Number of operators	Number of HGVs
Own account – locally based	9	16	2	4
Smaller haulage/logistics companies – locally based	8	20	2	3
Own account – based outwith local area	10	12	27	28
Smaller haulage/logistics companies – based outwith local area	48	60	56	69
Nationally based haulage and logistics companies	2	2	7	9
Non-UK based	9	10	6	7

The results show that a number of locally based companies park vehicles overnight on industrial estate roads. These comprise vehicles parked directly outside premises, reflecting overspill from depots, or possibly vehicles arriving back at the base after the premises have been locked for the night. On average each operator was parking two vehicles on-road. The limited number of locally based HGVs parked on other (main) roads was accounted for largely by parking in one lay-by in Kinross, consisting of three of the operators and five of the vehicles.

Lorries operated by own account and smaller haulage/logistics operators based outwith the local area comprised the overwhelming majority of parking on the major road network and a large proportion of parking on industrial estate roads. Figure 3 shows the number of such operators and lorries by base address for the UK regions. Firms parking vehicles overnight are mainly based, in order of frequency, in North-West England, North-East Scotland, Yorkshire and the Humber, South-east Scotland, Highlands and Strathclyde. Firms observed parking more than one lorry overnight in the region tended to be dominated by operators based in North-east or South-east Scotland. In terms of the number of vehicles, the regions that accounted for most parking, again in order of frequency, were North-east Scotland, North-west England, South-east Scotland, Yorkshire and the Humber, Highlands and Strathclyde.



**Figure 3 Home Base of Own Account and Smaller Haulage/logistics Operators**

Few lorries operated by nationally based logistics companies, such as Eddie Stobart and Wincanton Transport, were observed. This possibly reflected more intensive use of vehicles and ability to substitute drivers en route after individual drivers hours limits have been reached, as well as the availability of depot accommodation throughout Britain, providing more opportunities for secure overnight parking. Retail sector-liveried lorries were not observed parking overnight, other than one HGV in CRL Co-op livery. This reflects the extent of overnight deliveries that take place in this sector and its domination by nationally based logistics companies.

Only small numbers of non-UK based vehicles park overnight on-road. The majority of those parked at industrial estates were accounted for by parking at West Pitkerro Industrial Estate in Dundee, comprising 7 of the 10 HGVs observed. This location is near the Michelin factory which may account for their presence.

Most foreign registered vehicles were from the Netherlands as the following figures indicate. These show the country of origin and number of HGVs.

Belgium	1
Bulgaria	1
France	1
Germany	1
Hungary	2
Lithuania	2
Netherlands	6
Poland	1
Romania	1
Spain	1

### 5.3 Survey of HGV Operators

Non-locally based operators of vehicles parked overnight on-road identified through the parking surveys and based in the United Kingdom were sent a questionnaire and reply paid envelope through the post. This sought information on overnight parking in the region; routes used; awareness of off-road provision and website information; and views were sought on facilities to be provided in off-road provision.

The questionnaire was endorsed by the Freight Transport Association (FTA) and Road Haulage Association (RHA) to encourage operators to respond. A copy is included in Appendix 4.

### 5.4 Results of Survey of HGV Operators

The questionnaire was sent to 126 firms, from which 27 replies were received, constituting a response rate of 21%.

Most firms had vehicles parked overnight in the region two to three times per week:

	No. of replies
Every day (Mon - Sun)	5
Every weekday (Mon – Thu)	3
2 - 3 times per week	12
Once per week	3
Once per fortnight	3
	---
<i>Total</i>	26

In general up to three HGVs were usually parked overnight in the region by each firm:

	No. of replies
1 HGV	13
2 – 3 HGVs	11
More than 3 HGVs	2
	---
<i>Total</i>	26



The majority of vehicles used the major north-south routes via the A9, A90 and M90 when travelling to/through the region. A smaller number also used the A82 north-south West Highland route and the A85 that connects Perth with the West Highlands:

	No. of replies
A82	10
A84	7
A85	9
A9 (north of Perth)	19
A9 (Stirling - Perth)	22
A90 (north of Dundee)	24
A90 (Perth - Dundee)	23
A92	1
M90	23

The most popular locations for parking overnight were the region's Truckstops and Motorway Service Areas, though significant numbers of operators also listed parking on-road in lay-bys or industrial estates. Only one firm stated its lorries parked on-street in urban areas, potentially in residential areas:

	No. of replies
Truckstops	19
Motorway service areas	11
Public car/lorry parks	15
Lay-bys	16
On-street in industrial estates	17
On-street in urban areas	1

Only two firms had made use of websites to inform drivers of overnight parking. Both accessed the "private transportcafe" site but only one had accessed the Freight Scotland site.

Awareness levels of Truckstops and Motorway Service Areas for overnight parking were good:

	No. of replies
Motorgrill, Ballinluig	20
Stracathro Services	24
Tayside Truckstop, Dundee	25
Horseshoe Café, Inchtute	19
Moto, M90 Junction 6 – Kinross	21
Moto - M9/M80 Junction 9 – Stirling	21
Muirpark Truckstop, A9	23

The facilities that most operators considered important in providing overnight parking were refreshments, WC and showers. Security measures were less important, though CCTV was favoured rather than controlled entry/exit. Fuelling was also less important and only one firm mentioned providing repair facilities:

	No. of replies
CCTV coverage	22
Refreshments	24
WC	26
Showers	25
Fuelling	14

Repairs	1
Controlled entry/exit	13

Fewer firms replied to the question on adequate overnight lorry parking provision in the region, Of those that did reply four of the seven considered it was not adequate.

Operators were asked to identify improvements to current overnight parking or for further comments. The replies to these two questions have been taken together and as a number of relevant points of detail have been raised these are listed in full below:

- current lorry parks need to be larger plus additional ones on major routes
- discourage lay-by parking for theft of load, fuel, driver safety. Use CP Plus to allow overnight parking at Moto service areas in England - but few of them in Scotland
- not enough room at Truckstops
- not enough suitable secure lorry parks
- parking at Dalwhinnie requires improvement as Newtonmore is too small and gives choice away from Ballinluig which is often congested
- more parking with WC, refreshments and showers
- need to be bigger with clean facilities - quality is inconsistent - drivers have to maximise driving hours - more large lay-bys would suffice - do not always need to park at Truckstops after use of facilities - drivers sometimes prefer to use facilities at Truckstops and then maximise their driving hours by moving on and parking in lay-bys - these can be quieter - refrigeration trailers can be noisy as generators run all night - prefer to park separately from these vehicles
- improvement of toilet and shower facilities
- reasonable amount of services but improved facilities needed within them
- security needs improving for amount paid - generally across Britain
- Truckstops are okay - information on finding them is sparse
- wants somewhere on A96 (Inverness - Aberdeen)
- improvement of security at all sites
- most places listed offer limited parking - no toilet facilities at some of them overnight - Moto parking charges too high
- capacity needs to be increased in all areas but will be put under strain with closure of Dundee and Stirling Mart

Clearly there are concerns regarding the lack of capacity for overnight parking, and the inconsistent quality of facilities available and levels of security at Truckstops. Views on using lay-bys are mixed, one firm expressing concerns about safety and security while another considered that noise levels and disturbance to drivers can be less than when using a Truckstop and being parked near to a refrigerated vehicle. Lack of information on Truckstops was raised by one respondee.

## 6 ACTIONS

A number of actions have been identified that can be input to the TACTRAN Freight Action Plan. These actions seek to build on current advice and experience elsewhere to ensure adequate design of lorry parking facilities, to increase off-road lorry parking capacity and to improve security and information on available facilities.

It is apparent that overnight lorry parking is not currently viewed as a major safety or environmental issue in the Tactran region. A considerable number of lorries are parked on-road overnight and, while there is scope for more usage of Truckstops and Motorway Service Areas, there is insufficient capacity to cater for all existing overnight parking demand. A number of HGV operators commented on the need for more provision and improvements in the quality of existing overnight lorry parking facilities. The Freight Action Plan for Scotland forecasts growth in freight traffic in Scotland over the next 20 years with significant increases in longer distance movements that will place more pressure on both on- and off-road parking provision. There is a need as well to consider the welfare of drivers and their ability to access refreshment and other facilities. A quiet safe environment will improve the quality of night-time breaks with the potential to reduce accidents.

Lorry related crime in the region tends to be infrequent and minor in nature. Nevertheless, crime figures nationally indicate that it could become a significant problem and that organised criminals are highly mobile. In addition, some HGV operators are concerned about security. Tayside Police consider that it is desirable to have all HGVs parking overnight in purpose built lorry parks.

### 6.1 Design of Lorry Parking Facilities

It is recommended that overnight lorry parking should satisfy the minimum standards defined in Transport in the Urban Environment and reflected in the Department for Transport's Local Authority Freight Management Guide, these are:

- good hardstanding – surfacing should be of a design to cope with the load imposed by stationary HGVs
- ease of manoeuvring for larger vehicles
- good lighting
- sufficient security to discourage vandalism and petty theft – as a minimum through natural surveillance and fencing, and preferably CCTV.

Further to these it suggested that bay markings should be laid and an electricity supply provided for refrigeration units to avoid the need to run noisy generators through the night.

The results of the European SETPOS project will be monitored and disseminated to all relevant bodies in the region. Lorry park operators will be encouraged to provide facilities in line with the proposed “SETPOS secure” security standard.

### 6.2 Increasing Overnight Lorry Parking Capacity

In view of the need for more off-road parking capacity, particularly on the A9 and A90 (Perth – Forfar) corridors local authority partners will be encouraged to view favourably planning applications from the private sector to provide new or expand existing Truckstops or service areas with overnight parking provision for HGVs, and make appropriate provision in Strategic and Local Development Plans. Detailed site considerations are outlined in the Department for Transport's Local Authority Freight

Management Guide, referred to in Section 2.2 of this report. The need to consider measures to control noise created by refrigerated units is recognised. The results of the operator survey will be of assistance in establishing market characteristics.

Support will be given to Perth & Kinross Council's Local Transport Strategy to seek to establish private sector HGV parking at Inveralmond adjacent to the A9.

It is unlikely that public sector provision of new lorry parks across the region will be possible. However, there are opportunities to consider the use of Park and Ride car parks. These are usually located on the edges of towns adjacent to major routes and therefore are ideally located for use by long distance lorries. Stirling Council already has a proposal to develop lorry parking in connection with Park and Ride sites in Stirling in the medium term. The latent demand for the use of Park and Ride sites was established during the parking surveys when lorries were observed using the Broxden (Perth) and Kinross Park and Ride sites.

Existing Park and Ride sites in the region are situated in Kinross, Kildean and Castleview in Stirling, and Broxden and Scone in Perth. It will not be possible to make use of these sites currently as the parking areas have not been designed to accept heavy vehicles. The load bearing capacity of the parking areas is insufficient to take vehicles with a maximum weight up to 40 times that of a private car. The damage caused by heavier vehicles is not calculated linearly but by reference to the fourth power rule and therefore a single HGV can cause as much damage as 10,000 cars. The parking areas have also been designed geometrically for smaller vehicles and therefore kerb radii, parking aisle widths and turning areas would not generally cater for lorries without over-running of kerbs and landscaped areas, etc. The sites are also subject to planning conditions and existing regulations, for example, the closure at night and locking of a height and access barrier at the Scone Park and Ride site. The site in Kinross would duplicate the better equipped MSA.

It is recommended that new Park and Ride sites should be designed to allow consideration of overnight parking of lorries. Issues that will need to be considered include

- potential night-time noise impact on any neighbouring properties, this may necessitate controls on refrigerated units
- need to design site geometrics and surface load bearing capacity to cater for lorries, the surveys have shown the need to design for articulated vehicles in particular – at potentially greater construction cost
- ensuring that lorries depart before the operation of the Park and Ride bus service, special consideration may be needed when car parking is in connection with travel on long distance coach services which will probably operate over a longer period than the normal Park and Ride bus service
- the need to restrict unauthorised use by caravans, particularly residential – this is usually controlled by provision of a height barrier but this will not be possible when access is permitted for lorries
- enforcement and Parking Attendant costs – an Off-Street Parking Places Orders backed up by Excess/Parking Charge Notices should be sufficient though Attendant hours may need to be extended to ensure all lorries have left at the appropriate time in the morning
- additional signage requirements – highlighting the HGV parking areas
- consideration of facilities on-site for lorry drivers – WCs and showers
- elements of Best Practice in the TACTRAN Park and Ride Strategy and Action Plan will ensure ease of access from the road network (already required for buses) and good levels of security
- additional cleaning, for example, of engine related oil deposits and from loads, particularly timber.

It would possible, should sufficient off-road capacity be provided to satisfy demand in the region, to consider the implementation of a blanket ban on overnight on-road parking of HGVs.

Comprehensive off-road parking provision will also be of benefit to lorry drivers taking shorter breaks, as required by Drivers' Hours Regulations and for driver handovers of vehicles.

### **6.3 Security**

Regular liaison will be maintained between the TACTRAN FQP and the region's two Police forces to ensure that lorry-related crime does not become a major issue, in which case appropriate action will be considered with relevant partners.

### **6.4 Information**

The surveys have identified the need for improved information about lorry parking and particularly to tailor internet based information better to the needs of the smaller own account and haulage/logistics firms based in Scotland and Northern England.

Actions will be taken in conjunction with the FTA and RHA to improve information on the Freight Scotland website, preferably to a similar level of detail to that shown in Appendix 2. Other websites, such as "private transportcafe" and PDA will also be encouraged to provide information on more lorry parking sites in the region. Supporting publicity will be used to highlight the website information in relevant trade journals etc.

The need for improved direction signage has been identified. It will be reviewed following the publication of Transport Scotland's new Truckstop direction signage policy. This is likely to raise issues of funding.

## Appendix 1 Information displayed on Freight Scotland website

Lorry Parking				
Name	Road	Description	Contact	Link URL
Moto Hospitality Ltd	A91	Junction 9 M9/M80, Pirnhall, Stirling. Toilet and shower facilities. Shop and restaurant. Petrol filling station. Accommodation.	01786 813614	Further Information
Norrie Munmuir	A912	Junction 10 M90, Perth.	01738 638750	
Horse-Shoe Cafe	A90	Junction with B953, Inchtute. Restaurant.	01828 686283	
Motorgrill	A827	Off A9 at the A827 junction, Ballinluig. Toilet and shower facilities. Shop and restaurant. Petrol filling station.	01796 482212	Further Information
Muirpark Truckstop	A91	Junction 9 M9/M80, Stirling.	01786 818866	
Strathcaro Services	A90	Follow signs to Stracthro Hospital.	01674 840234	
Tayside Truckstop	A90	Denhead of Gray, Signposted from Ring Road.	01382 621941	
Moto Hospitality Ltd	M90	Junction 6 M90, Turfhillis Tourist Centre, Kinross. Toilet and shower facilities. Shop and restaurant. Petrol filling station. Accommodation.	01577 863123	Further Information



[Home page](#)

[England](#)

[Wales](#)

## North East....

### Understanding how this Database works.

Each listing is laid out identically. The small Icons underneath the TruckStop name explain what facilities you'll find on site. If you place your mouse cursor over each Icon, a pop-up information box will appear giving you further details. The map image is a link to an enhanced map showing exactly where the TruckStop is located, road details and directions on how to get there. This has been done to ensure that all printable detail is together. To activate the link, click on the image.

### Ballinluig Services - Perthshire (A9)



**Operator:** - Independent  
**Manager:** - Clive Bridges



If you're heading up into the Highlands, then Ballinluig BP fuel Services is a must for an overnight stop, you'll be assured of a warm, friendly Scottish welcome with all the facilities you'd expect, plus the benefit of NO overnight parking charges. The TruckStop is open 7 days a week, and has washing and shower facilities. Hot food is served until late into the evening, and if you wish to partake of a wee dram, there is a bar next to the TruckStop.



Select Area:

[Borders](#)

[South West](#)

[South East](#)

[Central](#)

[North West](#)

[North East](#)

[Highlands](#)

On this page..

[Ashgrove Restaurant](#)

[Ballinluig Services](#)

[Stracathro Services](#)



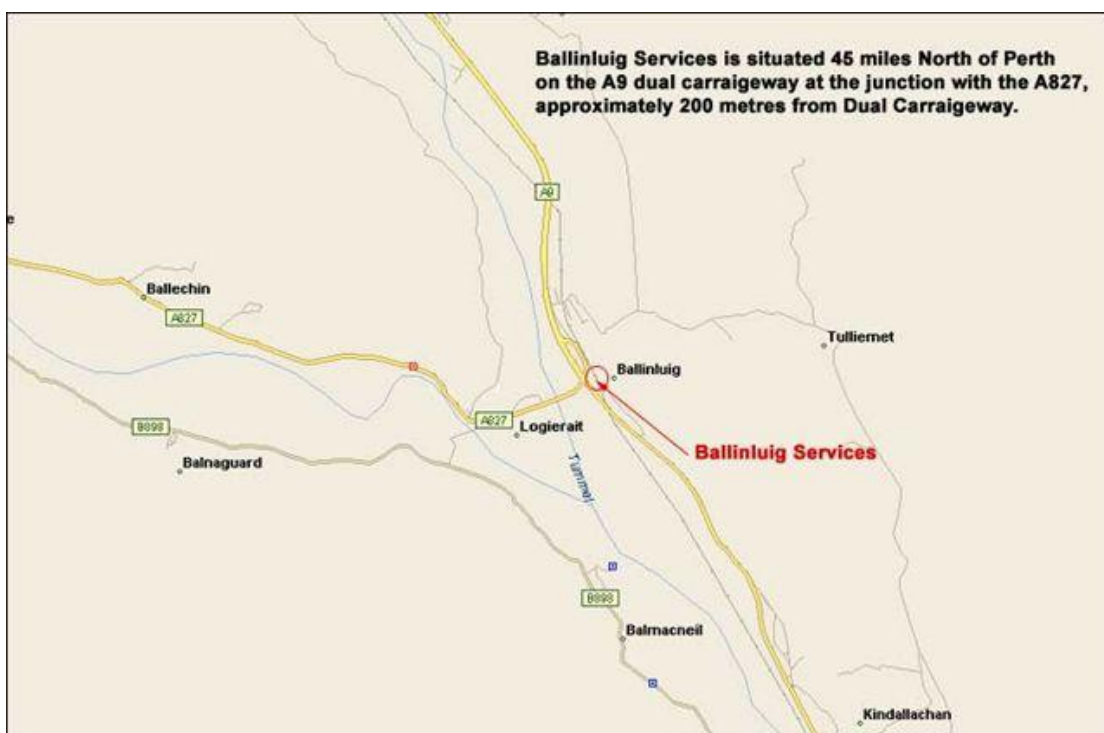
**Telephone:** - +44 (0) 1796 482212

**Location:** - Ballinluig A9 (Jct with A827)

**Address:** - Ballinluig Services, Ballinluig, Perthshire, Scotland, PH9 0LG



Enhanced map image





## Appendix 3 Locations of Overnight Parking in the TACTRAN Region

Locations and number of lorries parked

	On-street location	Layby direction	No. of lorries	Off street - official locations	No. of lorries	Off street - unofficial locations	No. of lorries
Perth	Brozden Avenue		2	0		South Inch car park	4
	A9 Bypass		1	3		Brozden filling station	9
	Inveralmond Industrial Estate		21	24		Brozden Park & Ride car park extension	2
	Auld Bond Road		1	1			
	The Triangle (near of Dunkeld Road)		4	2			
	North Muirton Industrial Estate		4	4			
	<b>TOTAL</b>			<b>33</b>	<b>34</b>	<b>0</b>	<b>0</b>
A9 (North of Perth)	Layby near Bankfoot	North	0	2	Ballinlugg Motorgrill	15	15
	Layby near Killecrankie	North	0	1	Pitlochry Ferry Road car park	0	0
	Layby near Buar	South	1	0			
	Layby near Blair Atholl	South	1	0			
	Layby near Killecrankie	South	2	0			
	Layby - Pitlochry Bypass	South	0	1			
	Layby - Ballinlugg	South	0	1			
	Layby - Tay bridge - Inchmagrannachan	South	0	1			
	Layby near Bankfoot	South	1	1			
<b>TOTAL</b>			<b>5</b>	<b>7</b>	<b>15</b>	<b>15</b>	<b>0</b>
A94	Layby near Mains of Brighton/Drumgley	East	0	1			
	Layby near Mains of Brighton/Drumgley	West	1	1			
	Layby near Gretnagreen	West	2	1			
	<b>TOTAL</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>
A90 (Perth - Dundee)	Layby near Kinfauns	East	1	1	Horseshoe Café, Inchture	8	10
	Layby near Glencarse	East	3	0			
	Layby near Inchmichael	East	0	1			
	Layby near Invergowrie	East	2	3			
	Layby near Invergowrie (Bullionfield)	West	9	5			
	Layby near North Mains	West	0	2			
	Layby near Inchture	West	1	0			
	Layby near Inchmartine	West	1	0			
	Glencarse Village		1	1			
	Layby near Kinfauns	West	1	0			
	<b>TOTAL</b>			<b>19</b>	<b>16</b>	<b>8</b>	<b>10</b>
A90 (Dundee - Forfar)	Layby, Tealing	North	0	1			
	Layby south of A94 junction	North	2	0			
	Layby, Mulyfaulds	North	0	1			
	Layby near Philbrig R E	South	1	0			
	Layby, Inveriside	South	0	1			
	Layby, Pourie Brae	South	2	0			
	<b>TOTAL</b>			<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>
Forfar	Orchardbank		3	4		0	0
	Station Park		0	0		0	3
	<b>TOTAL</b>			<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>
A90 (Forfar - North Water Bridge)	Layby - Forfar bypass	North	0	1	Stracathro Services	51	49
	Layby near Bogindollo	North	1	0			
	Layby - Dubton	North	0	1			
	Layby near Bogindollo	South	0	1			
	Layby near Bopside	South	1	0			
	Layby - Forfar bypass	South	1	0			
	<b>TOTAL</b>			<b>3</b>	<b>3</b>	<b>51</b>	<b>49</b>
Dundee	Wester Gourdie/Gourdie Industrial Estate		10	9	Tayside Truckstop	21	19
	Dryburgh Industrial Estate		3	2			
	Dunshane Industrial Estate		5	4			
	Cleaverhouse Industrial Estate		3	3			
	Baldovie Industrial Estate		0	0			
	West Pitbarro Industrial Estate		9	6			
	<b>TOTAL</b>			<b>30</b>	<b>24</b>	<b>21</b>	<b>19</b>
	A85 Riverside Avenue/Riverside Drive		0	0		0	0
A82 (Dundee - Lower North Water Bridge)	Layby near Muirdrum	West	1	0			
	Layby near Upper Dysart	North	0	1			
	<b>TOTAL</b>			<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
Arbroath	Elliot Industrial Estate		9	8			
	Kirkton Industrial Estate		1	2			
	<b>TOTAL</b>			<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>
Montrose	Broomfield Industrial Estate		0	1			
	Forties Industrial Estate		2	2			
	<b>TOTAL</b>			<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
Kinross	Muir		3	3	Moto Kinross Services	17	16
	Bus lay-by - Park & Ride site		1	0			
	<b>TOTAL</b>			<b>4</b>	<b>3</b>	<b>17</b>	<b>16</b>
A677 (Kinross - Blairgowrie)	Layby near Baledo	East	0	1		0	0
A9 (South of Perth)	Layby, Lamberkine	South	0	1			
	Layby, Windygates	South	1	0			
	Layby, Broom of Dalrooch	South	1	2			
	Layby, Abernethven	South	1	0			
	Layby, Blackford	South	0	3			
	Layby, Blueston	South	1	0			
	Layby, Sheriffmuir	South	0	2			
	Layby, Greenloaming	South	0	1			
	Layby, Allan Water	South	1	1			
	Layby, south of A820	South	3	2			
	Layby, north of A820	North	1	1			
	Layby, north of B8033	North	1	0			
	Layby, Blueston	North	1	1			
	Layby, Blackford	North	0	2			
	Layby, Auchterarder	North	1	1			
	Layby, Chapelton	North	2	1			
	Layby, top of Cairnie Braes	North	1	0			
	Layby, Windygates	North	1	0			
	Layby, Lamberkine	North	3	5			
<b>TOTAL</b>			<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
Stirling	Springkarse Industrial Estate		0	1	Mulpark Lorry Park	18	22
					Moto Stirling Services	14	23
							23
	<b>TOTAL</b>			<b>0</b>	<b>1</b>	<b>32</b>	<b>45</b>

**Appendix 4 Operator Questionnaire**



FREIGHT TRANSPORT ASSOCIATION



**Tactran Overnight Lorry Parking – Survey of HGV Operators**

All replies will be treated in the strict confidence

Q1 Do HGVs operated by your company park overnight in the Tactran region (see map on the last page of this survey)? Tick one box

- Every day (Mon - Sun)
- Every weekday (Mon – Thu)
- 2 - 3 times per week
- Once per week
- Once per fortnight
- Less frequently than fortnightly

Q2 How many of your company’s HGVs are usually parked overnight in the Tactran region? Tick one box

- 1
- 2 - 3
- More than 3

Q3 Which major routes do your company’s HGVs use travelling to/through the Tactran region? Tick all boxes that apply

- A82
- A84
- A85
- A9 (north of Perth)
- A9 (Stirling - Perth)
- A90 (north of Dundee)
- A90 (Perth - Dundee)
- M90
- Other routes (please list) .....

Q4 Do your company’s HGVs normally park overnight in the following locations in the Tactran region? Tick all boxes that apply

- Truckstops

- Motorway service areas
- Public car/lorry parks
- Lay-bys
- On-street in industrial estates
- On-street in urban areas

Q5 Does your company make use of websites or other information to inform drivers of overnight parking? If yes, have you used the following? Tick all boxes that apply

- [www.freightscotland.org](http://www.freightscotland.org)
- [www.transportcafe.co.uk](http://www.transportcafe.co.uk)

Q6 Is your company aware that overnight lorry parking is available at the following locations?

	Yes	No
A9 Ballinluig - Motorgrill	<input type="checkbox"/>	<input type="checkbox"/>
A90 Dundee - Tayside Truckstop	<input type="checkbox"/>	<input type="checkbox"/>
A90 Inchtute - Horseshoe Café	<input type="checkbox"/>	<input type="checkbox"/>
A90 Stracathro Services	<input type="checkbox"/>	<input type="checkbox"/>
A9 Stirling - Muirpark Truckstop	<input type="checkbox"/>	<input type="checkbox"/>
M9/M80 Junction 9 - Moto	<input type="checkbox"/>	<input type="checkbox"/>
M90 Junction 6 - Moto	<input type="checkbox"/>	<input type="checkbox"/>

Q7 Which facilities do you consider are important in providing overnight lorry parking? Tick all boxes that apply

- CCTV coverage
- Refreshments
- WC
- Showers
- Fuelling
- Repairs
- Controlled entry/exit

Q8 Does your company consider that overnight lorry parking is adequately catered for in the Tactran region? If not, what improvements would you suggest?

.....

.....

.....

Q9 Do you wish to add any further comments?

.....  
.....  
.....  
.....

Name of person completing survey .....

Position in company .....

Company address:

.....  
.....  
.....  
.....

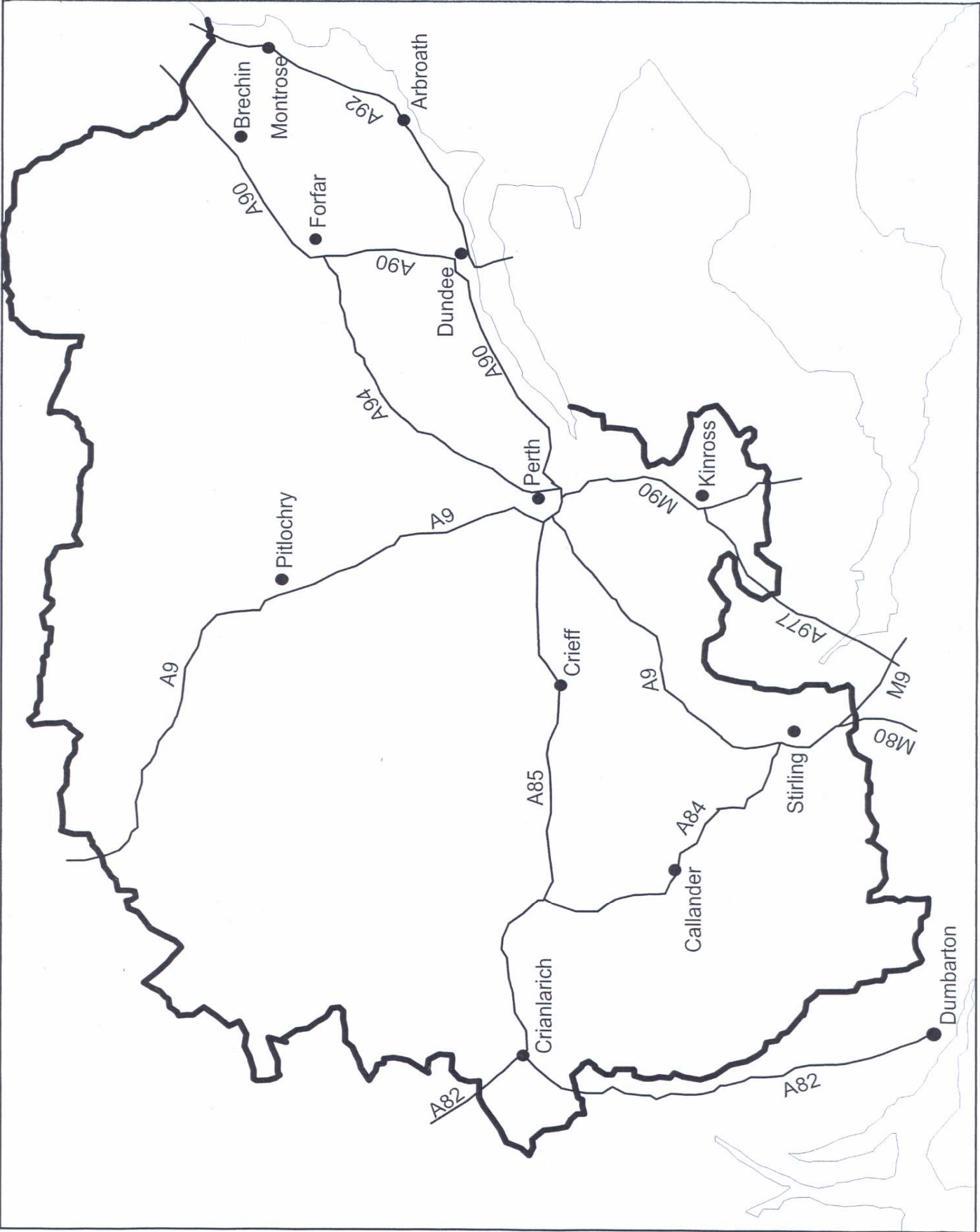
Email address .....

Please complete the form by 6 April 2009 and return it in the envelope provided.

If you wish to receive a copy of the Tactran Overnight Lorry Parking Report (including survey results) please tick this box

Thank you for assistance

MAP OF TACTRAN AREA



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