

## Intervention 15 – Strategy for improving rest and welfare facilities for hauliers

### 1 Description of Theme

A review of Traffic Scotland’s website shows 35 lorry parks, of which 14 are located on motorways. Even allowing for some additional facilities that are not featured on the website, for a country the size of Scotland this is a small number of rest facilities. It is therefore recommended that an audit of lorry parks and rest areas within 5kms of the trunk road network in Scotland is carried out. When undertaking the baseline review of lorry parking facilities on/near the trunk road network this would be extended to make sure key strategic routes to rail freight terminals, major ports and airports and national development sites are included.

In addition to a physical audit, it is recommended the review is supplemented through consultation with freight industry representative bodies, Local Authorities, and other stakeholders to collect views on the provision of lorry parks. The consultation would assist in gaining views on where and what type of facilities are required. The audit would indicate which routes have gaps in provision and support Transport Scotland in making future decisions on the need or otherwise to address market failure.

### 2 What we have heard?

This section sets out examples of the evidence for this intervention which arose during the STPR2 process since Summer 2019. As part of the stakeholder engagement that was undertaken for STPR2, a dedicated thematic workshop was held in the early stages of the STPR2 workshop on 20 August 2019. The issue of lorry parking was a significant issue that was raised by a number of participants. This was evidenced in the event documentation produced at the time with a total of 9 mentions.

Specific references in this workshop included: -

- Security in supply chain including quality of and location of secure parking
- Organised crime - Particular concerns were highlighted with parking in laybys, which highlights the need for more secure, monitored rest areas Lack of secure HGV parking
- Requirement for permanent or emergency parking for HGVs and other vehicles at strategic locations

Lorry Parking was also mentioned in responses to the public online survey, with 3 direct references being mentioned in the Highland and Islands, Scotland Wide, and Edinburgh and South East Scotland. Although truck parking was not in the top concerns

of the public it remains an industry issue particularly with regards to driver welfare and load security.

Of the direct public comments that were received they referred to the lack of quality facilities for HGV drivers, the nuisance of rubbish and human waste at some locations and near major industrial estate facilities in the Central Belt. A further source of evidence for Lorry Parking was referenced by the Argyle & Bute Regional Transport Working Group which referred to a number of their options which included parking infrastructure for HGV's both the quality of and design of laybys and parking provision including overnight locations and at a number of Ports.

The Tactran report entitled "Overnight Lorry Parking in the Tactran Region" June 2009, contained the results of a freight survey endorsed by the Freight Transport Association (now Logistics UK) and Road Haulage Association. It "highlighted the need for more lorry parking especially on the A9 and A90 and a better quality of services too."

There is demand for existing facilities to be improved and enlarged as highlighted by the electronic survey. Additionally, the electronic survey revealed the need for new parking facilities to better meet driver requirements. Possible locations indicated for additional rest area facilities include Perth, Aviemore and south of the high-level section.

The Department of Transport published its Freight Best Practice Local Authority Freight Management Guide, January 2007 which said, "it is preferable for lorry drivers to be parked in managed sites rather than in laybys or adjacent to minor roads."

In a more historic document "Preparing for Tomorrow, Delivering Today", Scottish Executive, 2006, it commented that freight traffic will grow over the next 20 years and as much of this will be long distance there will be an increased demand for more overnight lorry parking illustrating the pressing need for the provision of fit for purpose lorry parking facilities.

The regional transport studies, namely the South West Transport Study and the Border Transport Study also contained a number of references to Lorry Parking as follows: -

*"Survey work to better understand freight movements in the region highlighted that while layby parking supply on the A75 was generally seen as sufficient in number, there are few formal rest area opportunities or locations with eating, toilet or rest facilities. Whilst it was reported during stakeholder engagement for this study that drivers of accompanied freight will seek to take their required rest break during ferry crossings, some drivers heading towards Ireland may have reached their daily driving limits and would not therefore have sufficient time to drive all the way to the ports. Rest facilities on the route would therefore be beneficial in these circumstances."*

*"During the stakeholder workshops, it was noted that there are defined routes for timber vehicles and if there is a road closure involving these routes, timber vehicles have no option but to park in local villages and wait until the road re-opens causing safety and amenity issues for local communities. Girvan in particular was highlighted as a location where HGVs currently stop for a short break. Consultation with the freight sector highlighted a view that while hauliers travelling to the ports at Cairnryan would typically*

*take their break while on the ferry, rest area facilities would be welcome as there is a lack of suitable locations for lorries to come off the road network in the event of an incident. Additional facilities, including arrangements for lorry stacking, would be beneficial in terms of resilience, for example during periods of adverse weather”*

Shorter references were included in the Borders Transport Study where it was raised as a problem, along with stakeholder evidence for this and an option to address this (Page 64)

### 3 The evidence base to support a case for change

Road Haulage is a vital part of the Scottish supply chain. In 2018 193 billion Tonne Km of Domestic Freight moved within the UK of which 79% was by road, 13% by water and 9% by rail. Within Scotland 14.6 billion Tonne Km of freight originating in Scotland was transported to all destinations in 2018. In Scotland in 2019, there were 5,710 licensed HGV operators.

A number of recent studies have provided insight into the value of freight on a number of Scotlands key trade routes. In 2014, a study on the A9 in the Highlands, indicated that annualized figure in the region of £19 billion worth of goods per year was carried along that route, representing around 10 million tonnes. A further study on the key trade routes to / from Cairnryan / Loch Ryan in 2018 indicated values of goods being carried per year of £8 billion on the A75 East of Dumfries and £6 billion on the A75 West of Dumfries and in the region of £3 billion on the A77 in each direction at Ayr, vital in supporting the Scotland – Northern Ireland / Republic of Ireland trade route.

Across Europe the average age of lorry drivers is increasing, and more drivers are retiring than want to join the transport sector. This is leading to a driver shortage in some parts of the country. It is believed part of the reason is that the younger generation have different standards and hence do not want to spend 60 hours a week on the road. They also want better facilities for drivers in the haulage industry e.g. modern, clean toilet and shower facilities, more nutritious catering, TV lounges, shops, extra waste bins and enhanced security e.g. CCTV and better lighting. This is a wider than just a UK issue, it is European wide, with twice as many drivers leaving the industry than joining it.

In addition, the effects of EU exit came into force in January 2021 and this will lead to to changes in various supply chains. As a consequence, there will be changes in the haulage sector and especially the prospect of unforeseen extra delays at border crossings. There has also been a significant increase in the number of foreign registered heavy goods vehicles being used on international loads to and from Scotland. This was identified in research undertaken for the UK Department for Transport (DfT) where the overall UK average is 3% of HGV's are Foreign Vehicles. Data taken from the 2017 DfT Lorry Parking Survey in Yorks and Humberside indicated rates in the region of 19%. Whilst not all of these would have been going to Scotland it lends evidence that the percentage of foreign HGV vehicles heading to Scotland is higher than 3%. All o drivers will need to ta 45-minute breaks

after every 4.5 hours of driving and overnight rest in country.

The audit will indicate which routes have gaps in provision and Transport Scotland can influence the market to fill any lack of provision.

More locally the evidence base of this Intervention can be summarised as follows; -

- In the initial options presented to Modal Leads as part of STPR2, the need for Freight Rest Areas was put forward several times.
- Upon review, these projects scored “Positive” for improving connectivity, health & safety, economic growth and reliability & resilience.
- The “development of an enhanced service rest areas and laybys” freight package was outlined before the creation of STPR2 Phases 1 and 2.
- Upon initiating STPR2 Phase 1, improving freight rest areas was proposed as a vital package for improving health & safety in the sector and indeed ensuring there is a new generation of people including a higher female percentage of the workforce prepared to be lorry drivers which is critical to the movement of freight to support the economy and wider society.
- Provides strategic infrastructure for the foundational economy in Scotland and its failure to baseline its provision and address the issues of the lack of and type of lorry parking places risk the safety and welfare of the drivers which would not be tolerated in an office / factory workplace setting.

#### 4 The Strategic Rationale

It is recognised that there is a relationship between tiredness, fatigue, levels of concentration and accidents. The transport industry operates on low margins and long hours. The European Union recognised the need to regulate the length of time that commercial vehicle drivers worked and introduced the Drivers’ Hours Rules. They were revised and the current drivers' working hours are regulated by EU regulation (EC) No 561/2006 which entered into force on 11 April 2007. The non-stop driving time may not exceed 4.5 hours. After 4.5 hours of driving the driver must take a break period of at least 45 minutes. In order to make provision for these compulsory rest breaks it is important to have a network of rest areas across the country. The European Union legislated on the issue of driver’s hours out of the correlation between accidents and the tiredness of drivers – since the legislation was introduced the trend of accidents for HGV’s has been down.

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The provision of adequate lorry parking facilities provides a vital service that supports the national and international road freight operations which help facilitate the Scottish Economy and its growth. Lorry parks provide a number of key benefits to help to ensure road safety, preserve local amenity, reduce opportunities for crime and address the general needs of HGV driver working conditions. As supply chains are national / international it is critical that there is national oversight of the support for this service provision which helps to create an environment which reduces the current barriers hampering development, financial stability, and adequate standards for these facilities.



**Vehicles parked in layby – A9 Milton of Leys**

*Why now?*

Road haulage is an integral part of internal and external trade to Scotland and close dialogue with the DfT, trade bodies such as Road Haulage Association (RHA), Logistics UK, sub national transport bodies (and their Freight Strategies) will be key to the proposed scope of works tailored to the needs of the Scottish economy.

Applicable to England and Wales, the Secretary of State for Transport wrote to the RHA on the 16th July 2020, setting out the steps that the DfT were taking in relation towards a Lorry Parking Strategy, namely (i) the appointment of a Non-Executive Director from the DfT Board to work with officials to develop policy options to support the strategic and long-term development of lorry parking provision. (ii) That the supporting evidence of low margins in the sector, planning application barriers, duty of care / welfare to drivers is taken into account to establish a spatial picture of demand and supply.

Additionally, the improvement of parking facilities was identified by the road haulage sector as an opportunity to use recovery from the pandemic to help support the road haulage industry, and as a key element of improving the attractiveness of a career in the sector.

For Scotland to keep pace and protect its haulage industry, first the baseline position must be understood of the provision, usage and need for lorry parking. This Phase 1 study aims to provide this and inform the next steps towards appropriate lorry parking provision across Scotland through a Freight Parking Strategy to support the wider delivery of STPR2.

The provision of adequate lorry parking facilities provides a vital service that supports the national and international road freight operations which help facilitate the Scottish Economy and its growth. The commencement of a lorry parking baseline study is a pre-requisite to establish an evidenced action plan for this critical infrastructure to be planned, managed and delivered in future.

