

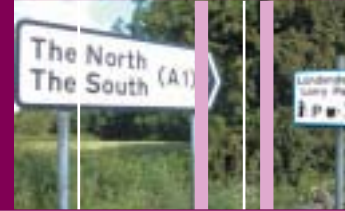




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# Chapter 1 Introduction



## 1.1. Introduction

Following the identification of concerns about the quantity and quality of lorry parking in Yorkshire and Humber this report seeks to explore the extent to which the capacity and usage of current facilities meets the needs of the road freight industry within and using the region's facilities. It also offers comprehensive information regarding the extent of services available at each facility.

## 1.2. Background

The Regional Freight Strategy contains the following policy;

***Authorities should play a responsible role in the provision of adequate driver rest and lorry-parking facilities, both through direct provision and through appropriate planning support and partnership working with the Highways Agency and the freight industry. This should be undertaken with the aims of promoting road safety, freight efficiency, security and reducing unauthorised lorry parking.***

In order to enable local and regional authorities plus other interested parties including the freight industry and operators of driver rest facilities to meet this policy objective, the Regional Freight Strategy requires the following action;

***A capacity versus usage study of driver rest facilities in the region should be undertaken, including assessment of the adequate provision of secure facilities, resulting in the production and dissemination of a Lorry Park Guide for the region. In partnership with the HA discuss a signage strategy of lorry parks from the HA network. Each Authority should undertake a review of their role in the provision and management of lorry parking.***

This report, commissioned by the Yorkshire and Humber Assembly seeks to delivery the first aspect of this action.

The key deliverables of this report are:

- A listing of the address and facility details of the formal facilities across the region together with the Motorway Service Areas;
- An estimate of goods vehicle capacity; and
- An indication of utilisation through two spot visits to each facility.

## 1.3. General Background on Driver Rest and Lorry Parking Facilities

Driver rest facilities and lorry parking provide an important support service to road freight, particularly for freight companies based outside the region. Drivers of most goods vehicles over 3.5 tonne maximum gross weight (MGW) are mandated to take both daily driving breaks and overnight rest by the EU Driver Hours Directive 3820/85. Even when drivers of goods vehicles are not mandated to stop by legislation they may have a legitimate need to stop and rest in locations away from base or their designated destination.

A range of factors have tended to increase the requirement for rest facilities, affecting both supply and demand.

### 1.3.1. Demand Factors

Increasing congestion in the region on the road network leading to deteriorating journey reliability, means that drivers are less able to plan for a single rest location. The Working Time Directives and likely subsequent changes to EU Driver Hours Rules will mean that rest requirements could increase. One particularly important change may be an increase in the requirement for overnight rest from a minimum of 9 hours to 12 hours. This would considerably increase the available free time of a driver over and above the normal eating and sleeping time. This extra free time before a driver can set off again might increase the requirement for entertainment and leisure facilities.

### 1.3.2. Supply Factors

Ownership of facilities in the region can be split into four principal categories; Motorway Service Areas, privately owned truck facilities, public sector owned facilities and areas where parking alone is available, both authorised and unauthorised. This final category includes lay-bys, roadside parking, retail centres and other car parks.

### 1.3.3. Facility Providers

Facilities can be provided by Motorways Service Areas, where lorry facilities are ensured by statute, private companies operating truck stops, local authority run facilities, car parks and other less formal and even unauthorised locations.

The optimum location of facilities needs to serve vehicles enroute and those that have reached a destination and require a break, driving break or overnight, prior to arrival. This second category offers the potential for significant freight generators to consider what provision they themselves can offer in terms of parking space and driver facilities. Although many companies and other nodes such as ports and airports do offer some services, restrictions on space and on-site security need to be taken into account.

Local authorities have traditionally provided lorry parking facilities in town and city centres, this has sometimes been an acknowledged overnight use of what are only car parks though the day. Pressures for alternative development have meant that a number of these facilities have been lost. Authorities should consider what alternative provision could be made to replace such lost capacity.

#### Authorities can Play a Direct Role in Providing Lorry Parks

Both the City of York and Hull City Council recently closed lorry parks in the centre of their urban areas owing to alternative development pressures. Each authority has taken their responsibilities to freight traffic seriously and supported the opening of new facilities on the edge of the urban developments, at Murton and at Priory Park.

### 1.3.4. Issues Within the Region

It is clear from information gathered about other regions in the UK that the Yorkshire and Humber does not suffer

from the dramatic under provision evident in other areas, for instance the South East, East Anglia and the South West. This does not mean however that provision is appropriate or adequate. Parking in laybys overnight has caused significant and recurrent problems of theft from and damage to goods vehicles. The most notable location for this problem is alongside the A1. It is not clear to what extent layby parking is the choice of the majority of drivers or due to an undersupply of capacity along the route.

New road construction can also bring the issue into focus. As the A1 is upgraded through North Yorkshire consideration needs to be given to the series of truckstops currently accessible directly from the road. If proper access and signage is not provided from the upgraded road then current facilities may not be able to attract a viable throughput of custom.

The British Parking Association (BPA) has a "Secure by Design" award status for car and lorry parks that meet various guidelines in terms of fencing, CCTV, electronic gates, help points, flood lighting etc. The concept is a joint venture between the police crime reduction unit and the BPA, which has a Regional Manager for Yorkshire and Humber. Of all the vehicle parks in the region there are only two lorry parks approved, the first in West Yorkshire at Dewsbury and the second is the council run facility at Priory Park, Hull, which is also a park & ride site. The concept is likely to win approval from the insurance companies because if vehicles are always parked overnight in secure areas then there is significantly less risk of theft or damage.

### 1.3.5. Driver Decision Making Behaviour

It is important to understand the decision making process for a driver in deciding where to rest. For the most part daily driving breaks will be guided by proximity to route, access to good quality and good value food. Short stay parking in either lay-bys or more formal facilities is normally free of charge. However for overnight rest the process is more complex. Parking at formal facilities can be prompted by:

- Vehicle insurance requirement for secure overnight parking;
- Company instruction with regard to secure or formal parking locations;



- Reimbursement of receipted expenses; and
- Wish to socialise, access to good food and toilet and shower facilities.

Drivers, most often endorsed by their companies, often drive 10 miles (sometimes considerably further) to reach a preferred location for an overnight stop. Where there is an absence of company guidance and where no allowance for parking charges or a tax free cash allowance is paid drivers can be more inclined to park in lay-bys or other unauthorised locations.

From this it is logical to draw the conclusion that even where quality facilities are available then a proportion of drivers will still opt, where possible, for informal and unauthorised locations. There is therefore good reason for authorities, in partnership with the police to consider locations where management of goods vehicle parking is appropriate. It may be however that certain locations such as industrial estates and even car parks used out of hours may not justify management action where no reported community disturbance, security issues or other issues are apparent.

Whilst some facilities are well known to the regular drivers, others report a lack of information about facility locations, services and charges. Authorities can help in respect of permitting or indeed providing adequate signage. In partnership with the HA, authorities should also consider signage of truck stop facilities serving but currently signed from the HA network. Although signage from the all-purpose trunk road network is fairly common, signage from the motorway network is less so.

### 1.3.6. Lorry Parking Criteria

The criteria below are set out in the Regional Freight Strategy to guide local authorities as to the most constructive and responsible way to deal with the requirements for lorry parking. The key findings section of this report seeks to develop the criteria in the light of the findings of the audit;

#### Lorry Park Assessment Criteria for Local Authorities

- Understand the current capacity versus usage of facilities within their area;
- Understand the ownership of facilities, especially those in local authority ownership;
- Accessibility from and proximity to the strategic road network and consequent traffic impacts.
- Presume to react positively to development requests where they do not conflict with obvious over capacity appreciating the considerable catchment area of well run truck stops;
- Provision of signage and wider advertising of facilities to promote usage and efficient routeing.
- Consider range of service availability. Core services for overnight parking include:
  - Adequate space for parking;
  - Good food available throughout the day and evening;
  - Toilet and shower facilities; and
  - Secure parking (desirable).

Other services might include;

- Accommodation;
- HGV accessories shop;
- Truck wash;
- Bar and entertainment; and
- Other services.



# Chapter 2

## Audit Methodology



### 2.1. Introduction

In order to provide comprehensive and accurate results for the audit a series of site visits was necessary.

### 2.2. Site Identification

Facilities were identified from previous knowledge, desktop review and observations made during the conduct of the survey. In some cases facilities were 'discovered' and subsequently included enroute to a site audit.

### 2.3. Extent of Site Audit

A total of 32 facilities were surveyed between the 9th June 2004 and the 11th July 2004 (these are shown in Appendix A). The visits were all made during mid week as this corresponds to the highest level of goods vehicle activity;

The ownership of the sites can be categorised as;

- 6 local authority
- 19 independent operator
- 7 Motorway Service Area

Each site was surveyed to confirm details of facilities where already known and to detail facilities and services not previously collected. Where possible the surveyor tried to make contact with site managers or owners to confirm details and to discuss relevant topics. The single most important piece of information was that of the available capacity for lorry parking and its utilisation during the day and night.

Two visits were made to each site, one during the morning to record numbers of visiting lorries taking a driving break (typically the 45 minute legal break) and to observe the facilities on offer. The second visit was in the evening to record the level of lorries using each facility for an overnight stay.

### 2.4. Value of Numerical Audit Findings

Without undertaking a continuous assessment of each facility in the region over an extended time period it would be impossible to assert a 100% accuracy of results. The limited resource available

enabled only spot visits on two occasions.

The AM visits are likely to represent a reasonable average of vehicles stopping for a short period of time for a meal break and probably to comply with EU Drivers Hours driving break requirements. We can therefore assume that the capacity of lorry parking spaces during the day benefits from a frequent turnover, maybe as high as five or more times per day.

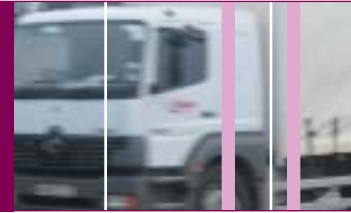
The PM visits represent those vehicles stopping overnight, however, a proportion of the vehicles may have been stopping for a meal or driving break as part of an evening or night shift journey. The necessary range of times during which site visits were conducted meant that utilisation levels may have tended to be underestimated for those facilities that were visited in the early evening. On several occasions additional vehicles were seen entering facilities following the spot count and it is reasonable to assume that these would not have been the last. Given the likelihood of an overnight stay, it is less likely that vehicles would have left in the period following the count being taken.

Therefore the capacity at the major facilities identified is likely to be able to service five or more times the number of day goods vehicle stops, the observed utilisation may also be increased by a similar factor to estimate the total number of actual daytime stops. The overnight capacity is equal to the observed capacity however the utilisation should be viewed as conservative by a figure of around 20%. Therefore an observed utilisation of 50% may average up to 70% typical actual utilisation.

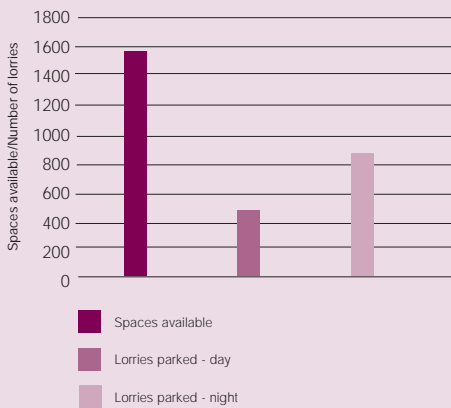




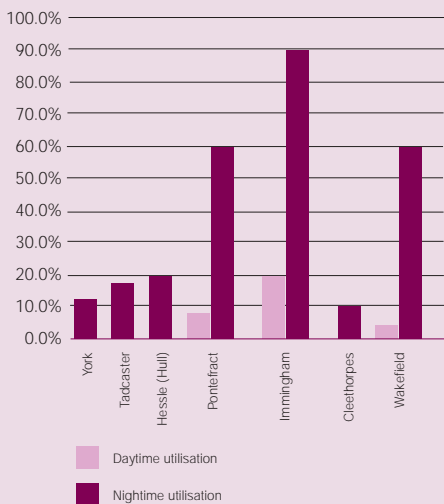
# Chapter 3 Key Audit Findings



**Figure 1**  
Total spaces available of number of lorries parked in Yorkshire and Humber



**Figure 2**  
Utilisation of local authority lorry parks



### 3.1. Introduction

This section sets out the key findings of the audit

### 3.2. Regional Lorry Park Capacity and Utilisation

The overall lorry parking spaces observed at driver rest areas throughout Yorkshire and Humber were:

#### Total Capacity

- 1577 actual lorry spaces available through the whole region during the night. The figure falls to 1451 spaces during the day as several of the council run facilities are closed.
- There is the potential for more than one lorry to use a space; this is particularly relevant during the daytime when a driver may stop for his 45-minute break. For example if a space was to be used 5 times during the day it gives rise to 7255 possible slots throughout the region (working on the total number of daytime spaces, 1451).

#### Overall Daytime Utilisation

- 31.1% or daytime utilisation (491 observed vehicle) through the whole region.

#### Overnight Utilisation

- 56.6% nighttime utilisation through the whole region, this figure might rise by 20% to 76.6%.
- 1207 lorries stopping overnight in the region is therefore estimated total.

**Figure 1 (See panel)** illustrates the overall spaces available (1577) and the number of lorries parked in Yorkshire and Humber, the bar chart shows that more parking was witnessed at the night (893) than during the day (491).

The variation in utilisation between facility types is as follows:

**Figure 2 (See panel)** shows utilisation of local authority lorry parks. Only three of the seven local authority sites visited were open during the day, this is why there are no daytime utilisation figures for Murton, Tadcaster, Hessle, Cleethorpes and Wakefield Quebec Street. The highest daytime utilisation occurred at Immingham (20%). Nighttime utilisation

figures were far higher across the board, the highest once again being Immingham (90%). There were two other lorry parks with utilisations of over 50%; Pontefract (60%) and Wakefield Quebec Street (60%). The remaining sites all had utilisation figures of 20% or below.

**Figure 3 (See page 12)** shows the utilisation of Motorway Service Areas by lorries. There is only one case, that of Hartshead Moor Westbound, where daytime utilisation (70%) exceeds night time utilisation (20%). At every other MSA night time utilisation exceeds daytime. The highest daytime and night time utilisation was witnessed at Woolley Edge Southbound (day 93.3%, night 100%). There are only two MSAs, Hartshead Moor West (20%) and Blyth (48%), where night time utilisation was below 50%, the remaining had utilisations ranging from 50% (Hartshead Moor East) to 100% (Woolley Edge South).

**Figure 4 (See page 12)** highlights utilisation of independent lorry parks in Yorkshire and Humber. Only three of the 19 sites had daytime utilisations more than the night time, these being the Highwayman (day 25%, night 0%), Redwood café (day 20%, night 10%) and Woodside café (day 57.1%, night 12.9%). Thirteen of the sites visited had night time utilisations of 50% or more, with the highest being Sedbury Layby with 90%. The lowest night time utilisation was observed at the Highwayman Café with no HGVs parked there.

**Figure 5 (See page 12)** shows the average utilisations of the three types of lorry parks in Yorkshire and Humber. In all three cases night time utilisation is higher than during the day. The night time utilisation of MSAs (59.1%) and independent lorry parks (58.1%) is fairly similar, with 42.9% of local authority spaces being utilised at night. The order remains the same during the day, with 43.8% of MSA spaces being utilised, 28.4% of independents and 6.3% of local authorities.

### 3.3. Split of Parking Capacity by Facility Type

**Figure 6 (see page 12)** illustrates the split of parking spaces through the whole region by type of lorry park; motorway

service area, independent or local authority. Independent lorry parks account for 53% of the regions spaces (831), lorry parking at motorway service areas accounts for a further 35% (555) whilst the remaining spaces are attributed to local authority lorry parks (191).

**Figure 7 (See panel)** illustrates the split of which type of lorry park drivers use in the daytime in Yorkshire and the Humber. Motorway service areas and independent lorry parks have a 49% (243) and a 48% (236) share in the number of lorries parking respectively, whilst the remaining 3% (12) of lorries parked during the daytime occur at local authority parking areas. The low figure for local authority facilities is due to many of these facilities being used as car parks during the day and are only open to truck drivers in the late afternoon.

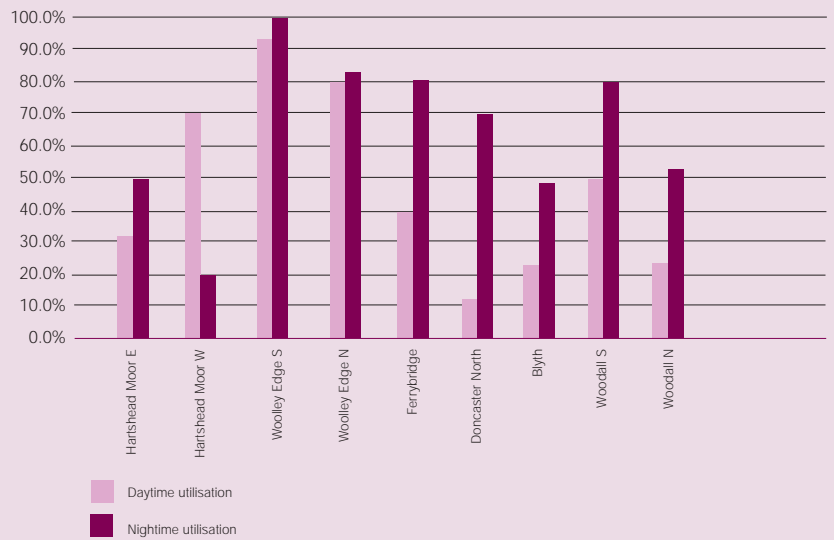
**Figure 8 (See panel)** illustrates the split of which type of lorry park drivers use overnight in the region. The most popular form of parking is independent lorry parks having a 54% share of the total overnight parking (483), motorway service areas account for 37% of the overnight parking in the region (328) and local authority lorry parks account for the remaining 9% (82).

### 3.4. Capacity and Utilisation on Major Transport Corridors

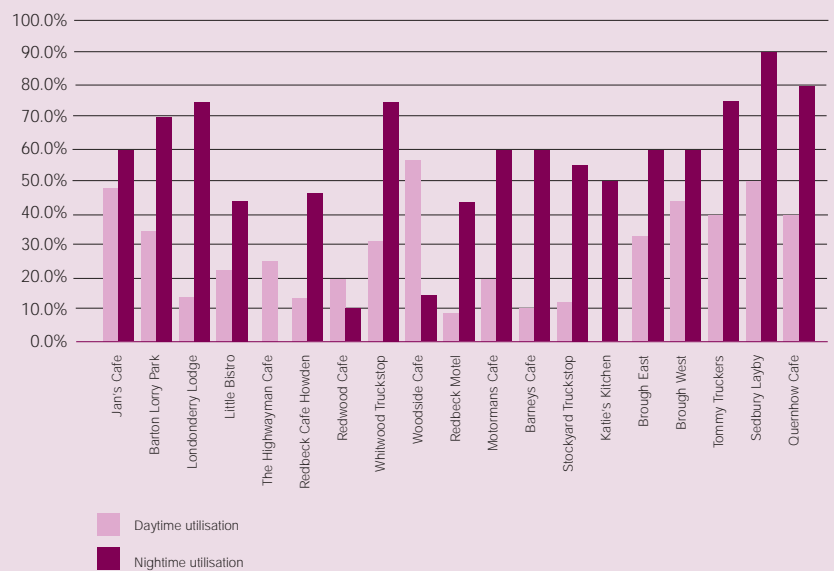
**Figure 9 (See page 14)** illustrates the parking facilities available for lorry drivers along the M1/A1(M) corridor. The sites are listed in order of location, with the most northern lorry park being Barton and the furthest south being Woodall motorway services. In all cases the night time utilisation of these lorry parks is greater than the daytime utilisation. The bar chart shows that the area of most utilisation, both during the day and night, occurs around the Leeds area where both the M1 and the A1(M) meet the M62, Ferrybridge, and Woolley Edge services (north and south) have night time utilisation above 80%, with Woolley edge south being at full capacity at the time of the night survey.

**Figure 10 (See page 14)** illustrates the lorry parks available along the M62/A63 corridor, from the Pennines in the west to Kingston-upon-Hull in the east. The sites are organised in location order with Motormans Café at Marsden being the most westerly and the site at Hessle being nearest the east coast. At all bar two of the sites, those being Hartshead motorway services and Woodside café,

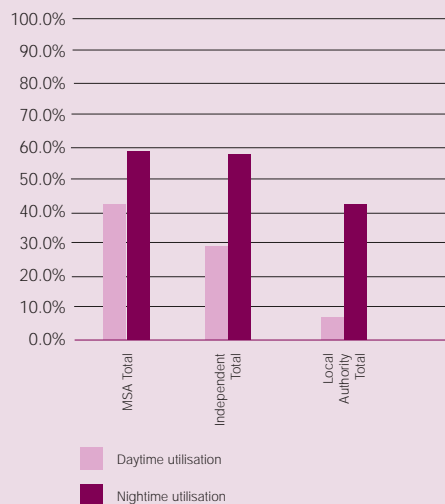
**Figure 3**  
Utilisation of Motorway Service Areas



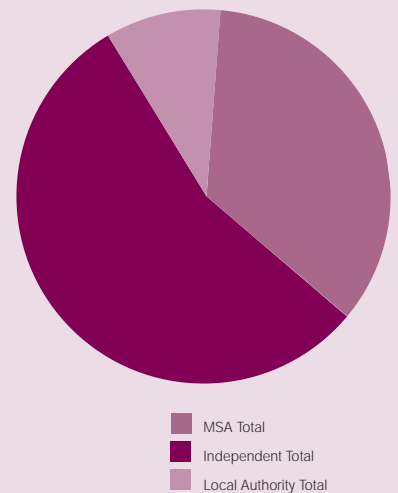
**Figure 4**  
Utilisation of independent lorry parks



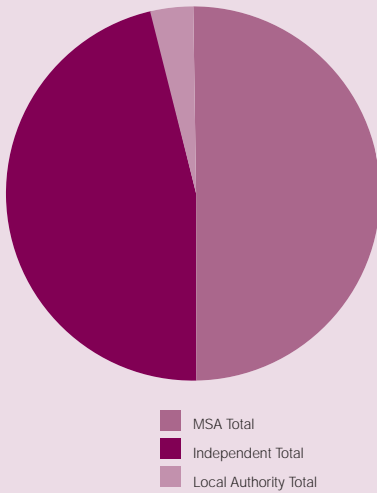
**Figure 5**  
Utilisation of the different types of lorry park



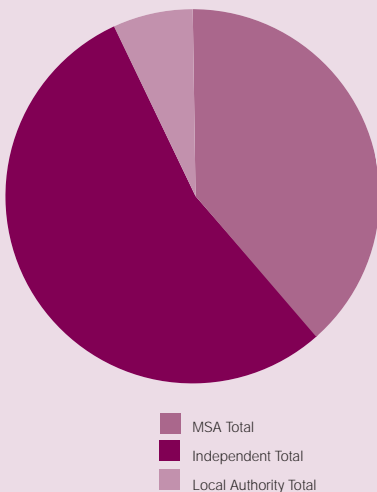
**Figure 6**  
Split of spaces available in Yorkshire and Humber



**Figure 7**  
Split of daytime lorry parking in Yorkshire and Humber



**Figure 8**  
Split of night time lorry parking in Yorkshire and Humber



have higher night time utilisation than daytime.

### 3.5. Capacity and Utilisation of Facilities away from Major Corridors

**Figure 11 (See page 14)** highlights the utilisation of lorry parks not situated on the two main corridors through the region. Night time utilisation is higher at every site bar the Highwayman Café where there was found to be no HGVs parked at night. The highest utilisation was witnessed at Immingham Lorry Park (90% night time), whilst Doncaster North MSA (69.3%), Barneys Café (60%) and Jans Café (60%) all had night time utilisations above 60%

Tadcaster, Murton and Cleethorpes lorry parks all had a daytime utilisation of 0% this is because, during the day, the parking areas were used for other vehicles. The highest daytime utilisation was observed at Jan's Café on the A19 (48%).

A full record of findings regarding facilities, services, capacity and usage is found at Appendix B

### 3.6. Factors Influencing HGV Driver Decision Making

From this audit and from the conversations with drivers at the facilities the following conclusions can be drawn as to the factors that influence drivers decisions on where to stop:

- Knowledge of facility (and directions)
- Cost of parking
- Value added facilities
- Location of site in relation to the strategic road network
- Time of day and driving restrictions

Comparing the highest night time utilisation of the region's facilities, each possessed at least one of the above factors. The majority of these sites can be placed in the A1(M) M1 corridor or the M62 corridor and are therefore close to the region's main road transport arteries. The exception to this trend is the council run lorry park at Immingham; the reason for its popularity can be put down to free parking and its proximity to Immingham port. The popularity of this site is in stark contrast with 2 neighbouring lorry parks, Priory Park and Cleethorpes. Both are also council run but suffer from high pricing in the case of Priory Park and an out of the way location in the case of Cleethorpes.

### 3.7. Availability of Female facilities

Female facilities varied with Motorway Service Areas being the best served but the chances of finding female shower facilities were far less at a 'traditional' independent lorry park.

### 3.8. Foreign Language Signing and Information

Despite foreign vehicles accounting for 25% of vehicles at one facility none of the region's facilities had any foreign language signing to assist with directions or with details about charges and available facilities.

### 3.9. Summary of Facilities by Type

Motorway Service Areas:

- Usually offer the largest range of facilities on-site, and some of the facilities are available 24 hours a day (such as toilets, showers, shop and food to some extent). Branded companies, such as KFC, Shell and Little Chef, provided the majority of services.
- Parking charges at MSAs are at the top end of the market, and at all the MSAs surveyed in the region, CP Plus managed the parking.
- Even with parking at MSAs controlled by one firm, parking charges varied from £7 per night (without a meal voucher) to £12.50 per night (including a meal voucher).
- By nature of being on motorways, MSAs are normally the most accessible to lorry drivers, but only if the drivers are on the motorway system. It can be difficult to access a MSA if a driver is using a route not on a motorway.
- Signs for MSAs, as one would expect, are frequent and clear, this is helped by the fact that MSAs are on most road maps.

Local Authority Lorry Parks:

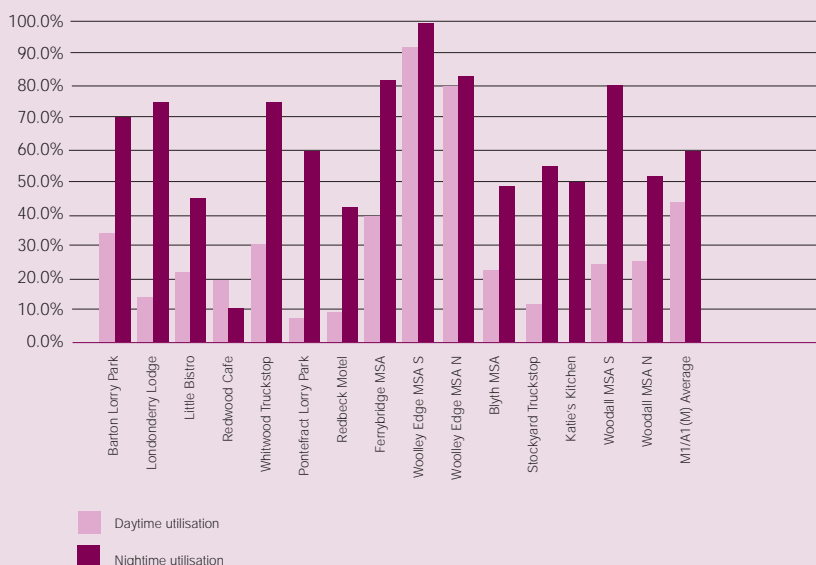
- Tend to lack facilities except the basics (eg toilet and shower) and are very much reliant on facilities in the surrounding area to provide services such as food and fuel.
- Lorry parking is usually available after the working day is over (ie after 5pm).
- They are usually located within a town centre partly because of the lack of facilities, and because (in the case of Cleethorpes, Tadcaster and Cleethorpes lorry parks) the lorry parking area doubles up as a car or coach park in the day.

- Directions and signs to council run lorry parks tend to vary from council to council. York's lorry park was well signposted from all directions with signs appearing some 15 miles away on the York ring road, whilst there was a distinct lack of signs for the Cleethorpes lorry park. This was especially problematic since it was located on the edge of a residential area, and the main access was via residential streets.
- Parking charges showed a similar variation, with Hesse lorry park charging £10 per night (£2 refundable deposit for key included), whilst Cleethorpes lorry park charged only £3.50 per night. The site at Immingham offered free parking but the only facilities offered on site are the presence of security fencing and floodlights.

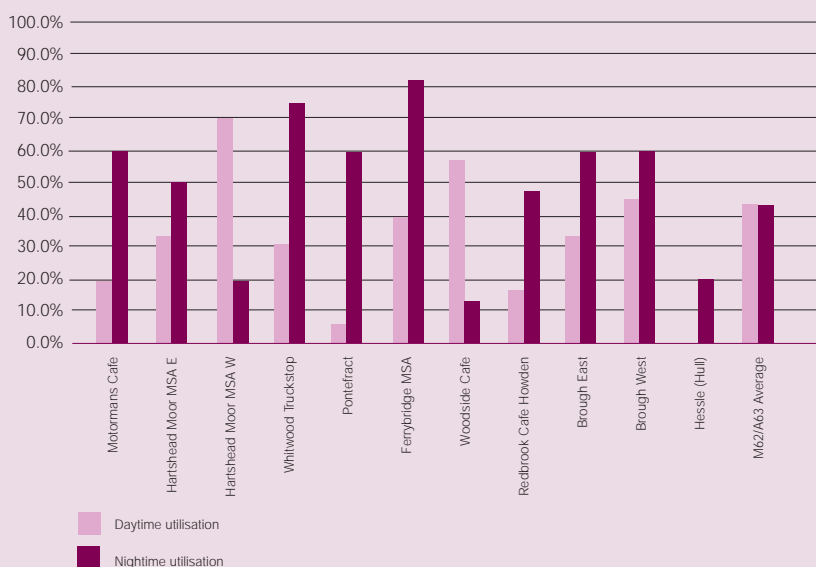
#### Independent Lorry Parks:

- The facilities on offer at these sites shows the greatest degree of variation of all the 3 groups. Some, such as Londonderry Lodge, offer a large variety of facilities (including secure parking, garage, accommodation and a TV bar) whilst others such as The Highwayman Café only offer toilets and food.
- The same degree of variation can be seen in all aspects of the lorry park audit. Parking charges vary from free to £7 per night, still considerably cheaper than most MSAs.
- Security measures can range from the minimal (street light at the lay-by adjacent at The Highwayman's Café) to security guards, fencing and CCTV (all proposed at both Whitwood truckstop and The Stockyard).
- One aspect that all the independent truckstops seem to suffer from is signage. The majority of independent lorry parks in the area are off the strategic road network, which one would think would justify more signage than MSAs, though in many cases the only signs are directly opposite the site. Many of the signs witnessed were unofficial, ie put up by the proprietor on lampposts or on hoardings by the roadside.
- "Secure by design" award scheme operated by the British Parking Association (BPA) and the police (Association of Chief Police Officers, ACPD) has 2 lorry parks approved in Yorkshire and Humberside including Priory Park, Hesse, Hull.

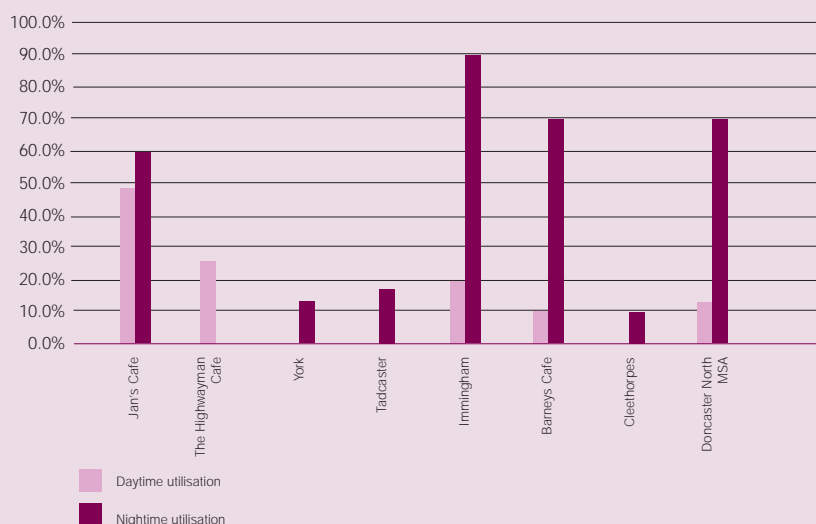
**Figure 9**  
Utilisation of lorry parks along the M1/A1(M) corridor



**Figure 10**  
Utilisation of lorry parks along the M62/A63 corridor



**Figure 11**  
Utilisation of non major route lorry park



# Chapter 4

## Conclusions and Way Forward



### 4.1. Introduction

This section seeks to draw out the pertinent conclusions for those stakeholders involved in the regional freight strategy. This includes local authorities, other public sector, private sectors and NGOs.

### 4.2. Headline Conclusions

- The region plays host to formal lorry parking facilities capable of accommodating up to almost 8000 goods vehicles during the day and 1600 overnight.
- Around a third of daytime spaces are used but almost three quarters of night time spaces are taken.
- Lorry parking and driver facilities tend to be located appropriately on or adjacent to major roads.
- Motorway Service Areas are most capacity constrained followed by independent truck stops with local authority facilities being least well used. Only one council lorry park appeared to be open in the daytime and that was at Immingham.
- All facilities surveyed are playing a legitimate role in servicing an obvious need.
- Some private facilities offering a good value for money service are regularly oversubscribed.

### 4.3. The Way Forward

#### Production of Regional Lorry Parking Guide

Production and dissemination of a Lorry Park Guide for the region in cooperation with participating facilities and companies.

#### Lorry Park Signage form the Motorway and Trunk Road Network

Better signing of lorry parks from the motorway and trunk road network would increase knowledge of available facilities.

#### Lorry Park Signage on Local Authority Roads

Better signing of lorry parks located off the motorway and trunk road network would increase knowledge of available facilities and be required if signage was used on the motorway or trunk road network.

### A1 Upgrade in North Yorkshire

There is evidence of a need for extra facilities along the A1 corridor. It would make good sense to consider accommodating this need as an integral part of the upgrade of the A1 to full motorway standard. This may be through adequate provision of Motorway Service Areas or by good signing and easy access to existing or future dedicated truck stops.

### Motorways Service Areas

Daytime coach parking areas could be partially released at night for trucks as utilisation by coaches was very low.

### Foreign Language and Other Information

All facilities in the region should consider the benefit of introducing at least basic foreign language signing, although this should be guided by the degree to which foreign drivers use the facility. Additionally general information boards giving local routeing and other relevant local or regional information would offer value to both visiting drivers and to local authorities in maximising the proportion of accurately routed vehicles.

### Lorry Park Assessment Criteria for Local Authorities

- Understand the current capacity versus usage of facilities within their area considering freight flows;
- Understand the ownership of facilities, including local authority;
- Review the likelihood of reductions in unauthorised and illegal lorry parking as a consequence of better facilities and adopt a policy in terms of the need for new facilities or otherwise
- Presume to react positively to development requests where;
  - they do not conflict with obvious over capacity appreciating the considerable catchment area of well run truck stops; and
  - reasonable access is in place to the PRN and other strategic road networks.
- Consider range of service availability. Core services for overnight parking include;
  - Adequate space for parking;
  - Good food available throughout the day and evening;
  - Toilet and shower facilities; and
  - Secure parking (desirable).

Other services might include;

- Accommodation;
- HGV accessories shop;
- Truck wash;
- Bar and entertainment; and
- Other services.
- Accessibility from and proximity to the strategic road network and consequent traffic impacts.
- Consider of signage both in the locality and to and from the Motorway and trunk road network.
- Consider the authority role in advertising of facilities to promote usage and efficient routeing.







# Appendix B: Lorry Park Summary of Facilities in Yorkshire & Humber

## Driver Facilities

## Security

Site No.	Site Name	Directions	Food	Bed	Male Shower	Female Shower	TV Bar	Ent'ment	Shop	Flood Lights	Security Fencing	CCTV	Security Guard	Entry Gate	ADR
1	Jan's Café	A19 - Northallerton	Y	N	Y	Toilets	N	N	Y	Y	Y		Y 24hr	N	N
2	Barton Lorry Park	A1/A66 - Richmond	Y	Y	Y	N	Y	Y	Y	One	N	Limited	Til 11pm	N	N
3	Londonderry Lodge	A1 - Northallerton	Y	Y	Y	N	Y	Y	N	N	Minimal	Limited	Y 24hr	N	N
4	Little Bistro	A1 - Leeming	Y	N	Y	N	N	N	N	N	N	Limited	N	N	N
5	The Highwayman Café	A64 - York	Y	N	N	N	N	N	N	N	Minimal	N	N	Y	N
6	York Lorry Park	A166 - Murton	Y	N	Y	Y	N	N	N	Y	Y	Y	Y 6pm-8am	Y	N
7	Burnzie's Tpt Café	A629 - Keighley						CLOSED DOWN							
8	Tadcaster Lorry Park	Tadcaster	N	N	N	N	N	N	N	N	N	N	N	N	N
9	Redbeck Café Howden	A614 - Goole	Y	Y	Y	Toilets	Y	Y	N	Y	Minimal	N	Y 24hr	N	N
10	Redwood Café	A656 - Kippax	Y	N	Y	Toilets	N	N	N	N	N	N	N	N	N
11	Whitwood Truckstop	Castleford	Y	N	Y	Y	Y	Y	Y	Limited	Planned	Y	Nighttime	N	Y
12	Hessle Lorry Park	A63 - Hull	N	N	Y	Y	N	N	N	Y	Y	Y	Y	Y	N
13	Woodside Café	A614 - Goole	Y	N	Y	Toilets	N	N	N	Limited	Minimal	N	N	N	N
14	Pontefract Lorry Park	Pontefract	Y	N	Y	N	N	N	Y	N	N	N	Y after 7pm	N	N
15	Redbeck Motel	A62 - Wakefield	Y	Y	Y	Y	Y	N	N	Limited	N	N	Y	Y	N
16	Motormans Café	A62 - Marsden	Y	N	Y	N	N	N	N	N	N	N	N	N	N
17	Immingham Lorry Park	Immingham	N	N	N	N	N	N	N	Y	Y	N	N	N	N
18	Barneys Café	A18 - Barnetby	Y	N	Y	Y	N	N	N	Limited	N	N	N	N	N
19	Cleethorpes Lorry Park	Cleethorpes	N	N	N	N	N	N	N	Y	N	N	N	N	N
20	Stockyard Truckstop	Hellaby	Y	N	Y	Y	Y	Y	Y	Y	Planned	Planned	Planned	Planned	Y
21	Katie's Kitchin	A1 - Blyth	Y	N	N	N	N	N	N	N	N	N	N	N	N
22	Brough East	A63 - Brough	Y	Y	N	N	N	N	Y	Y	N	Y	N	N	N
	Brough West	A63 - Brough	Y	N	N	N	N	N	Y	Y	N	Y	N	N	N
23	Wakefield Lorry Park	Wakefield	N	N	N	N	N	N	N		N	N	N	N	N
24	Weiberby	Weiberby						PROPOSED							
25	Tommy Truckers	A19 - Thirsk	Y	N	Toilets	Toilets	N	N	N	N	N	N	N	Y	N
26	Sedbury Layby	A66 - Richmond	Y	N	Toilets	Toilets	N	N	N	N	N	N	N	N	N
27	Quernthow Café	A1 - Thirsk	Y	N	Toilets	Toilets	N	Y	N	N	N	N	N	N	N
	Scotch Corner MSA	A1(M)	Y	Y	Y	Y	N	Y	Y	Y	N	Y	N	N	N
	Hartshead Moor MSA E	M62 East bound	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	Y
	Hartshead Moor MSA W	M62 West bound	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	Y
	Woolley Edge MSA S	M1, J38-39	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	Y
	Woolley Edge MSA N	M1, J38-40	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	Y
	Ferrybridge MSA	M62, J33	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N
	Doncaster North MSA	M18/M180	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	N
	Blyth MSA	A1(M), J34	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N
	Woodall MSA S	M1, J30-31	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N
	Woodall MSA N	M1, J30-31	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	N

Added Value Services

Site Name	Freezer Power	Freezer Engine Area	Trailer Change Over	Fuel	Lorry Wash	Spaces	Day No.	Night No.	Coach Spaces	Foreign Signs	Cost	Other Facilities
Jan's Café	N	N	N	Y	Y	50	24	30	0	X	£2.50	Nearby pub
Barton Lorry Park	N	N	N	Y	N	50	17	35	0	X	£5.50, £1.50 m.v	Pallet distribution company
Londonderry Lodge	N	Y	N	Y	N	80	11	60	0	X	£3.50/night	Garage, pallet distribution
Little Bistro	N	N	N	N	N	45	10	20	0	X	Free	
The Highwayman Café	N	N	N	Y	N	4	1	0	0	X	Free, lay-by	Diesel only garage opposite.
York Lorry Park	N	N	N	N	N	40	0	5	0	X	£9, inc m.v	Security by Secfoe
Burnzie's Tpt Café						CLOSED DOWN						
Tadcaster Lorry Park	N	N	N	N	N	6	0	1		X	Free	
Redbeck Café Howden	N	N	N	Y	N	60	10	28	0	X	£7.00/night	
Redwood Café	N	N	N	N	N	10	2	1	0	X	No overnight parking	
Whitwood Truckstop	N	N	Y	Y	Y	100	31	75	0	X	£7/night	
Hessle Lorry Park	N	N	N	N	N	40	0	8		X	£10/night inc £2 dep	Petrol station, Sainsbury's nearby
Woodside Café	N	N	N	Y	N	70	40	9	0	X	£4/night	Petrol station
Pontefract Lorry Park	N	N	N	Y	N	15	1	9	By App	X	£4/night (after 7pm)	BP garage, holiday park
Redbeck Motel	N	N	N		N	35	3	15	0	X	£5 inc meal voucher	Adjacent Shell garage
Motormans Café	N	N	N	N	N	5	1	3	0	X	Free	
Immingham Lorry Park	N	N	N	Y	N	50	10	45	0	X	Free	Facilities provided by local firms
Barneys Café	N	N	N	N	N	30	3	18	By App	X	£4 inc m.v & shower	CB shop at the rear
Cleethorpes Lorry Park	N	N	N	N	N	20	0	2	20	X	£3 day, £3.50 night	2 streets away from centre
Stockyard Truckstop	N	Y	N	Planned	Planned	125	15	70	Yes	X	£7/night	CB shop in parking area
Katie's Kitchen	N	N	N	N	N	2	0	1	0	X	No overnight parking	
Brough East	N	N	N	Y	N	30	10	18	10	X	£5/night	
Brough West	N	N	N	Y	N	45	20	27	10	X	£5/night	
Wakefield Lorry Park	N	N	N	N	N	20	1	12	0	X	£2	
Wetherby						PROPOSED						
Tommy Truckers	N	N	N	N	N	20	8	15	0	X	Free	
Sedbury Layby	N	N	N	N	N	20	10	18	0	X	Free	
Quernhow Café	N	N	N	N	N	50	20	40	0	X	Free	
Scotch Corner MSA	N	N	N	Y	N	0	0	0	30	X	£11/night, £6 m.v	Doesn't allow HGVs
Hartshead Moor MSA E	N	N	Y	Y	N	60	20	30	30	X	£10/night, £12 inc m.v	Breakdown garage
Hartshead Moor MSA W	N	N	Y	Y	N	100	70	20	30	X	£10/night, £12 inc m.v	Police station present
Woolley Edge MSA S	N	N	Y	Y	N	30	28	30	10	X	£8/night, £11 inc m.v	
Woolley Edge MSA N	N	N	Y	Y	N	30	24	25	10	X	£8/night, £11 inc m.v	
Ferrybridge MSA	N	N	Y	Y	N	60	24	49	20	X	£12/night, £15 inc m.v	
Doncaster North MSA	N	N	Y	Y	N	75	10	52	15	X	£8/night, £11 inc m.v	
Blyth MSA	N	N	Y	Y	N	50	12	24	10	X	£7/night, £10 inc m.v	
Woodall MSA S	N	N	Y	Y	N	70	35	56	10	X	£10/night, £12.50 inc m.v	
Woodall MSA N	N	N	Y	Y	N	80	20	42	10	X	£10/night, £12.50 inc m.v	

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