

# **Overnight HGV Parking in Thurrock**

**November 2010**



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## **OVERNIGHT HGV PARKING IN THURROCK**

### **1.0 INTRODUCTION**

- 1.1 The purpose of this report is to collate all available information on existing overnight HGV parking in Thurrock and future demands. This report will also provide an evidence base for use in the preparation of Local Development Framework (LDF) documents.

### **2.0 BACKGROUND**

- 2.1 Thurrock has a significant level of roadside overnight parking due to:

- Thurrock's location in relation to the main crossings to Europe. HGV drivers leaving the ferry ports in Kent and heading to the Midlands or the North of England may have taken their 45 minute rest on the ferry, used probably up to an hour driving off the ferry, through customs and out of the port. The Dartford Crossing is then some 2-2.5 hours driving time from the ports. Delays at the Crossing may mean that the drivers are forced to take another break or an overnight stop around the area of the Crossing. Inevitably, therefore, drivers may be looking to stop in and around Thurrock.
- The high number of industrial and port-related businesses in the borough. There is a concentration of depots and industrial sites in the borough. Many HGV drivers plan to be as close to their destinations the night before to ensure they are at the front of the queue to deliver or pick up their loads the following morning. This saves them time.
- Limited availability of low cost HGV Parking. Some companies will pay drivers overnight expenses, but accept that if they choose to sleep in the cab they are perfectly entitled to keep the money. Other companies and owner-drivers do not have any financial support for overnight parking. Regardless, HGV parking has to be reasonably priced and available if it is to be used. Thurrock does not have a large supply of specific low cost HGV parking.

- 2.2 Because of air movements and noise from passing trucks, drivers try to avoid parking overnight in lay-bys next to busy roads. There is a clear preference to park in low cost off-road parking or offset lay-bys or in quieter roads. The presence of burger vans, local services or shops will influence the parking decision.

- 2.3 Because of the risk of theft from trucks and trailers, truck drivers have a preference to congregate in the interests of safety. So, where one truck finds somewhere safe to park up, others will follow.

- 2.4 Legally, truck drivers are required to rest for 11 hours between working days (with certain exceptions) and they are also required to take a 45 minute break after a period of 4.5 hours of driving/working. Common practice is to aim to park up by about 1800-1900 hrs, which after an 11 hour rest, would permit an onward journey from 0500-0600 hrs the next morning. Clearly, because of traffic, ferries, opening

times at depots/distribution centres etc., there is a degree of flexibility over the start and end times of these rest periods.

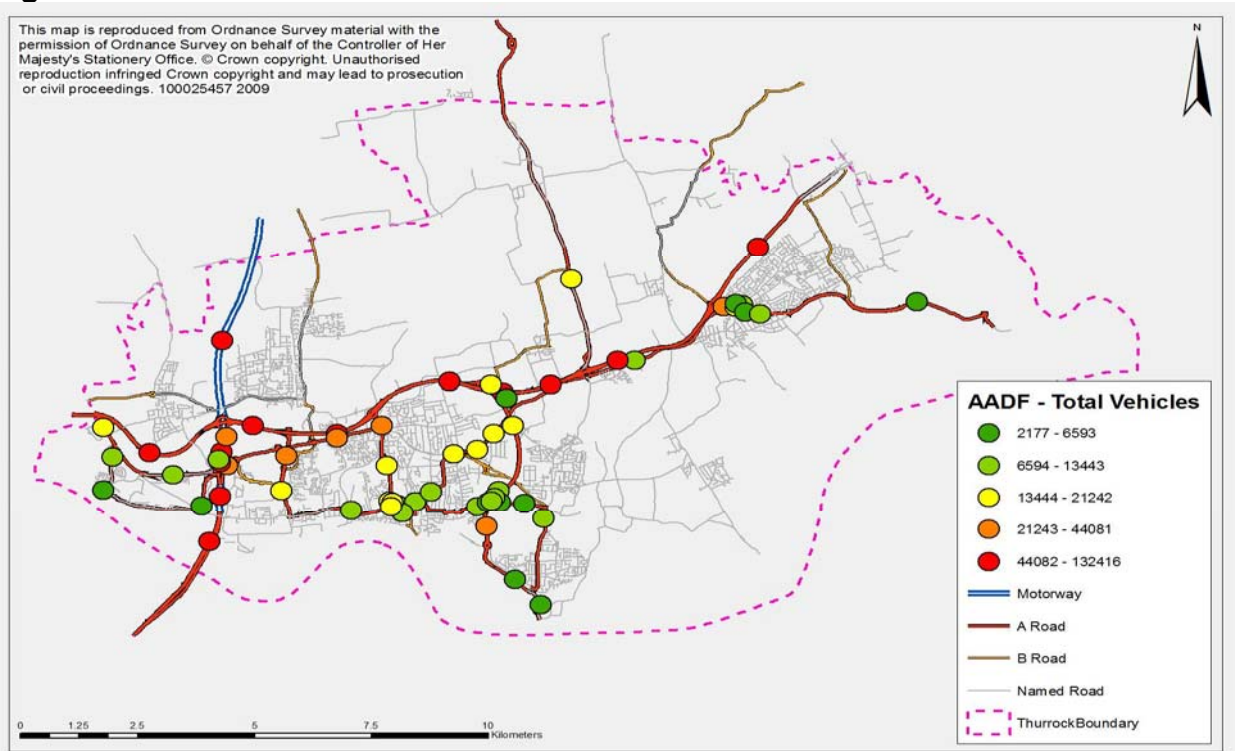
- 2.5 Secure lorry parking is a high priority for most drivers and their employees. The AECOM/DfT Lorry Parking Baseline Report (November 2009) states that within England there is estimated to be 40,000 truck crimes that occur annually with £500 million worth of trucks and goods being stolen. Many drivers, as part of their employment contracts, are only allowed to use secure parking due to the high value of the loads they carry. The AECOM/DfT report also states that:
- The average utilisation of parks at peak times is 81% capacity
  - Lorry drivers are generally deterred from safe parking in lorry parks due to their cost
  - 20% of drivers are happy to park in a lay-by or other roadside location to save money at the risk of their safety
- 2.6 There has been no bespoke parking provision for HGVs in the Borough since the original Truck World site in Oliver Road closed in 2006. Since that time a new parking facility has been established without planning permission on the site of the former West Thurrock Works site (in the region of 300 spaces) in Oliver Road, by Industrial Chemicals Group (ICG) and is also known as the Titan Truckstop. Currently, enforcement action is being considered. If, as a result of such action, the spaces are no longer available (and this will be the case unless a successful appeal is lodged) the loss of spaces must be taken into account in terms of calculating local demand. Further general provision (80 spaces) is available at the Moto service area (MSA) off the M25 at junction 30/31.
- 2.7 Inappropriate overnight roadside parking of HGVs has been a major public concern in Thurrock for many years. A resolution from the Council, on 30 January 2008, led to a working group being set up to explore possible sites for the provision of secure HGV parking.
- 2.8 The East of England Regional Assembly published its Regional Freight Strategy for the East of England Region in November 2008 and includes the following Policy:
- HW6: Local Authorities should recognise the need for secure rest and parking facilities in Local Transport Plans, Local Development Plans and in the design of new and improved highways, including maintenance schemes.
- 2.9 Currently there is very little Government Guidance on the provision for overnight HGV parking. Circular 01/2008 Policy on Service Areas and Road Side Facilities on Motorways and All-purpose Trunk Roads in England, provides very little on the subject. Indeed, the general consensus is that the Circular acts as a barrier to the provision of truck stop facilities, as it does not specifically include stand alone truck stops.
- 2.10 The DfT undertook a consultation process on revising Circular 01/2008. The consultation closed in July and a revised Circular is awaited.

### 3.0 EXISTING SITUATION

- 3.1 Further insight into the level of HGV activity within Thurrock emerged as part of work to develop the new Local Transport Plan. The following maps show the daily numbers of Vehicles on Thurrock roads, Numbers of HGVs and Proportion of HGVs.

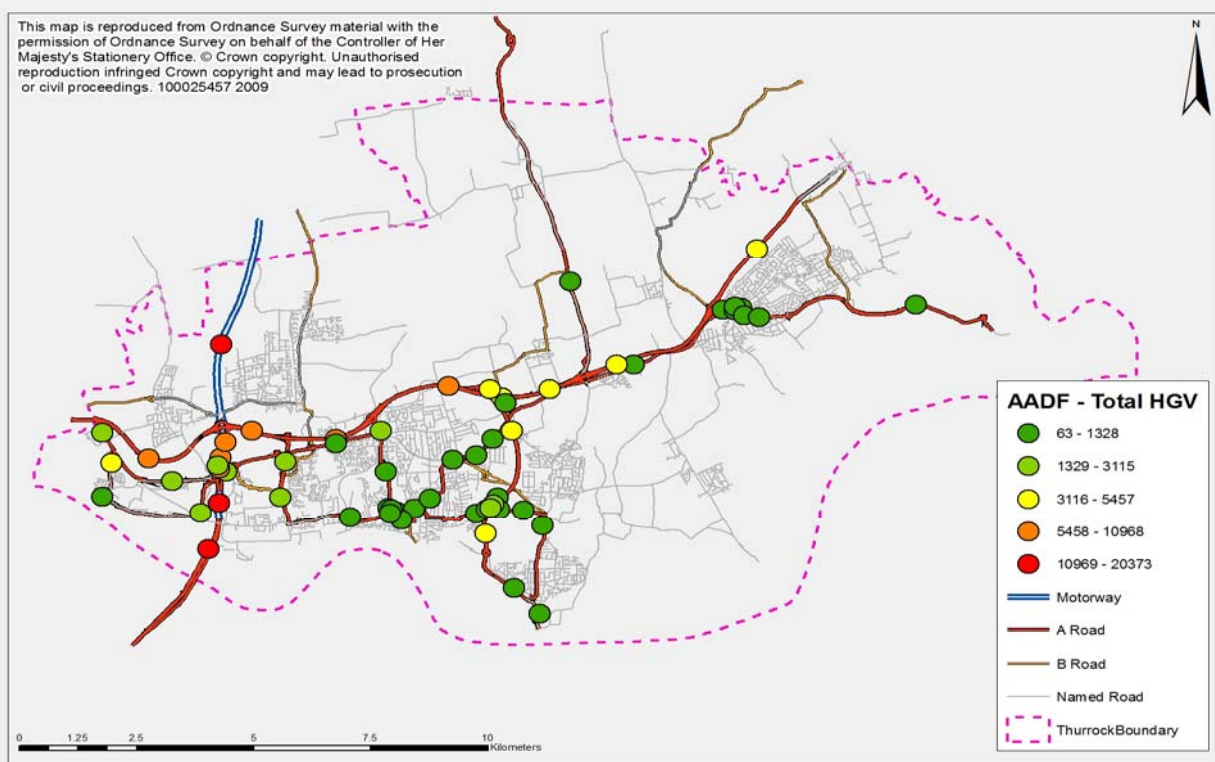
Extract from *Identification and Assessment of Economically Important Routes for Thurrock Council* (Small Fish September 2009)

**Figure 1. AADF – Total Vehicles**



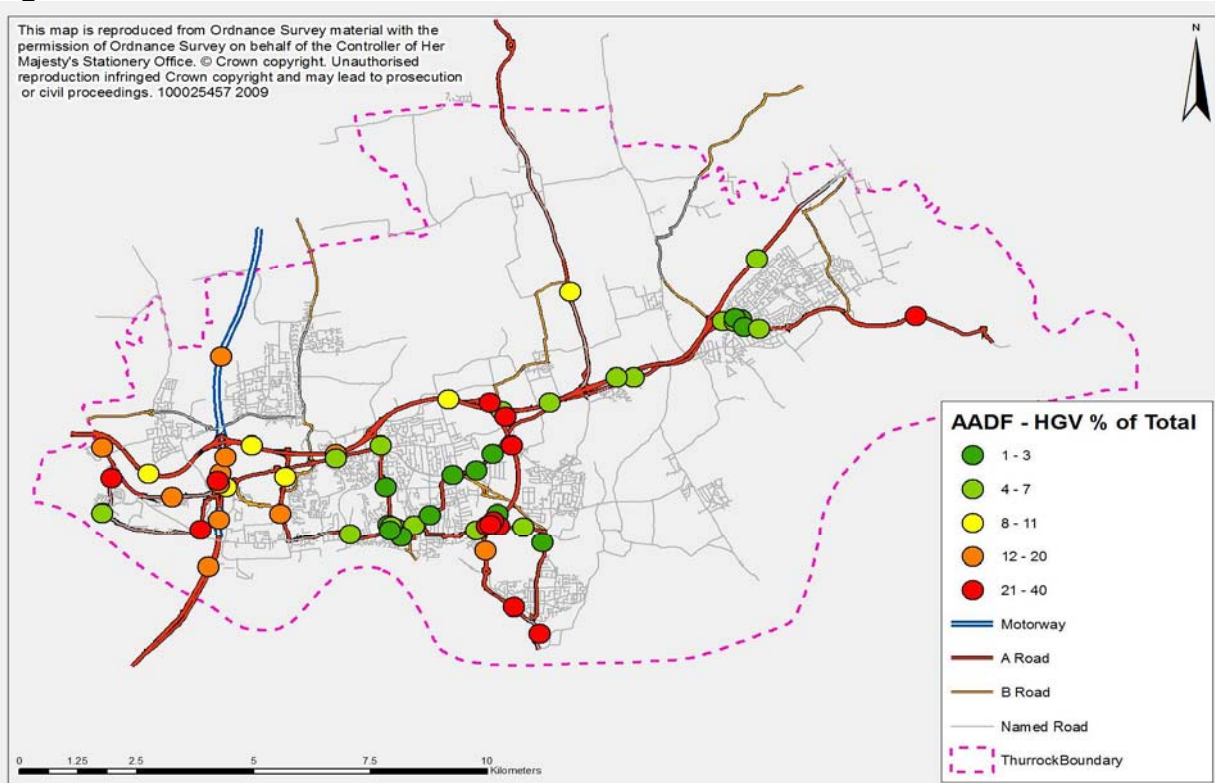
Source. Department for Transport

**Figure 2. AADF – Total HGVs**



Source. Department for Transport

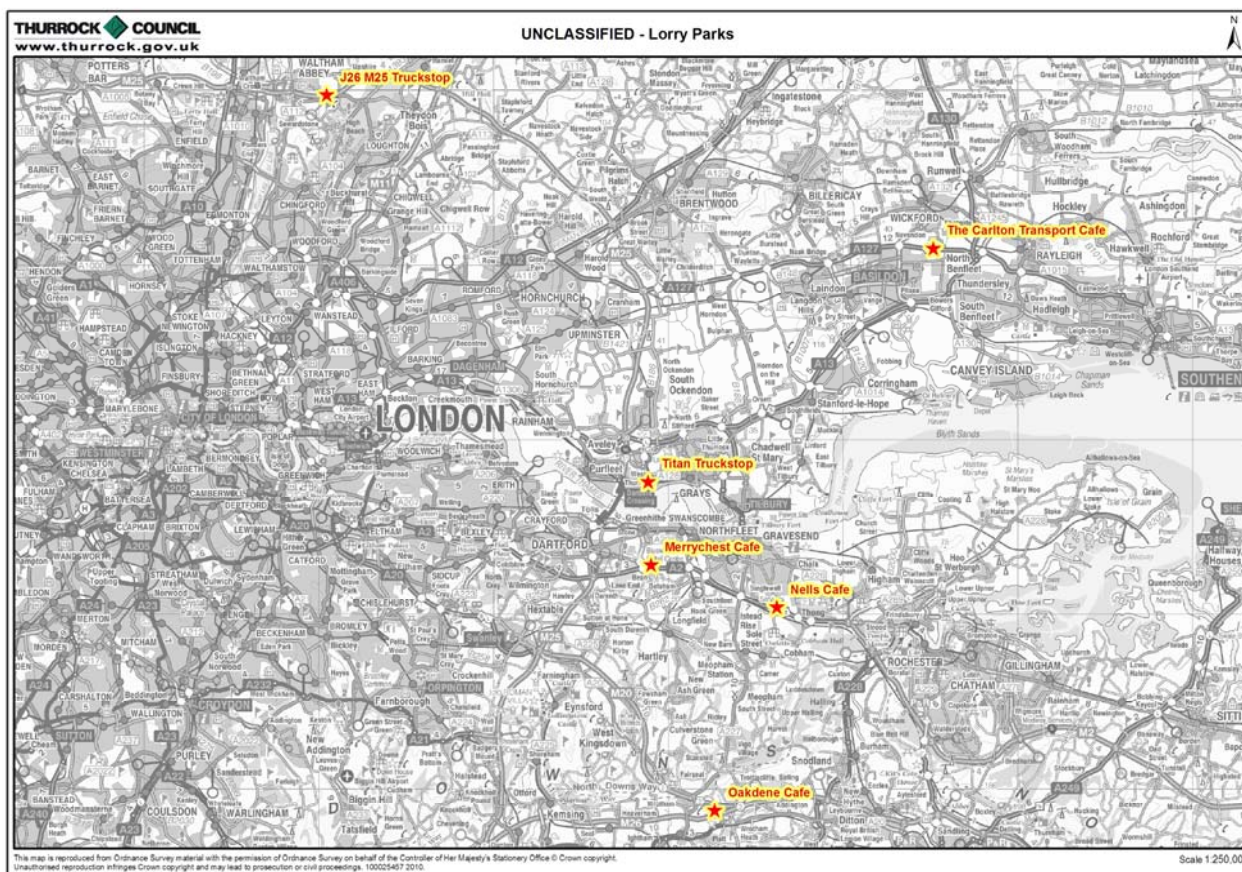
**Figure 3. AADF – HGV % of Total**



Source. Department for Transport



- 3.2 From the above, it can be seen that, in terms of overall numbers of HGVs, the M25 is the busiest route in the Borough, as one might expect, with up to 20,000 HGV movements per day. The A13 between London and Tilbury experiences up to 10,000 HGV movements. The most intense HGV traffic occurs on the Tilbury Dock Approach (up to 40% of total traffic) and in the West Thurrock area surrounding the M25 Junction 30/31. This contributed to the Working Group's conclusion that there is a need for a lorry park in West Thurrock in particular.
- 3.3 The AECOM/DfT report provides details of existing HGV parking facilities and locations of the nearest parks are indicated on the following map.



- 3.4 In addition to the Parks there are four Motorway Services Areas within one hour's drive from Thurrock. Details of these and further details of the Lorry Parks are included at **Appendix 1**.
- 3.5 To understand the scale and extent of overnight roadside parking by HGVs, observations were undertaken over two nights (Jan 26<sup>th</sup> and 27<sup>th</sup> 2010). Two teams began at about 1900 hrs on these consecutive weekdays. On each evening, the teams conducted one sweep over a designated area, waited, and then conducted a second sweep. The areas covered on the first night were Aveley, Grays (west), Purfleet and West Thurrock. Chadwell St Mary, Grays (east), Stifford and Tilbury were covered on the second night.

3.6 The full results of the Parking Survey are contained in the report included at **Appendix 2**. A summary of the findings is provided below.

- 315 trucks were found to be parked at the roadside
- The mix of trucks showed a high propensity of articulated vehicles (81%) many of which were without their trailers
- The mix of foreign to British trucks was 1:2 which is very high
- The Moto Services Area was full
- The Titan Truckstop was almost full
- Most of the trucks were parked away from residential areas and close to industrial areas
- Most trucks were parked on the public highway / lay-bys. Trucks parked in private industrial area compounds or off-road places were not counted. In particular, those vehicles for example in Tesco, DHL, Walon, DSV the oil refineries and the Tilbury Docks were not counted
- There was little parking observed on footways (only 5)
- There was little evidence of parking on grass verges with the exception of the Purfleet Bypass where 14 trucks were observed, 1 on Dolphin Way and 1 on the Arterial Road, West Thurrock

3.7 Therefore the current demand is:

Moto Services	80
Titan Truck Stop, West Thurrock	300
Extra demand	300
Total demand	680

3.8 Thurrock Council operates night time parking enforcement at the identified hotspots. Despite issuing Penalty Charge Notices (PCNs) where vehicles park on verges, footways or where they contravene parking regulations, there continues to be new offenders on every patrol.

3.9 It is clear that the available truck stops are insufficient for the demand and further capacity would contribute to a solution. The survey would suggest that a provision of an additional 300 spaces would be appropriate. On inspection of the HGV flows at 3.1 of this report, it is also apparent that such additional provision should be located in the western part of the Borough.

- 3.10 In preparing this report, the author has attempted to engage adjoining authorities to ascertain what problems they experience with roadside overnight HGV parking and what proposals they may have to deal with this problem now and in the future. Kent County Council have provided details that confirm they are actively dealing with this issue and have proposals to deal with future demand. However, other authorities have not been forthcoming with such information.
- 3.11 Bearing this in mind, if other adjoining authorities do not make such provision for dealing with this issue, and Thurrock provides the additional spaces, there is the risk that HGVs currently parking in other areas will then choose to park in Thurrock. This would result in overnight HGV roadside parking continuing in Thurrock.

#### 4.0 FUTURE DEMAND

- 4.1 The DfT has produced a “Strategy for Lorry Parking Provision in England” based on the work undertaken for the AECOM/DfT report in November 2009. The Strategy sets out various actions including:
- Action I – Build on the current understanding of lorry parking provision and investigate the demand requirements up to 2014 – 2019 and beyond if necessary. This would include the development of a lorry parking model to establish an evidence based approach
  - Action II – Define the position of lorry parking policy at national, regional and local areas where required
  - Action III – Support industry by producing Best Practice Guidance and further information to help stabilise business
- 4.2 These actions would provide exactly what is required to inform the evidence base for consideration in producing LDF documents. However, not only has this Strategy not been implemented, the Government is currently reconsidering having such a Strategy at all.
- 4.3 In addition, as mentioned at 2.10, a revised Government Circular is still awaited, which may assist in the delivery of lorry parking facilities. Therefore, currently there is very little guidance on determining the need for lorry parking now or in the future.
- 4.4 Local Development Framework (LDF) documents are currently being prepared to cover the development plan period up to 2026. The Colin Buchanan Partnership (CBP) has undertaken transport modelling work for the LDF work which indicates that HGV movements could increase by 80% in the Borough during the evening peak times by the end of the plan period (2026). An email from CBP is included at **Appendix 3**. In the absence of any other data, applying this factor to the current demand (680 spaces) would give a future demand total of 1224 spaces.
- 4.5 Current proposals for expansion at Tilbury Docks include a lorry park of 558 spaces, and proposals at the London Gateway site indicate 335 spaces. This gives a total of 893 new spaces. Therefore, if the current provision of 380 spaces remains and the

previously identified increase of 300 spaces is provided now, the future provision of 893 spaces (giving a total of 1573) should be adequate to cater for demand. However, as stated at 3.11, other local authorities have not indicated their intentions in relation to the future provision of HGV parking spaces. If they fail to deal with any existing or projected demand in their areas, Thurrock's provision will quite likely be taken up by HGVs that would otherwise be parked elsewhere.

## 5.0 CONCLUSIONS AND RECOMMENDATIONS

- **There is an immediate requirement for an additional 300 overnight HGV parking spaces in the western part of the Borough**
- **If the Titan Truckstop is closed as a result of Planning enforcement action then a further 300 spaces will be required**
- **If the proposed 893 spaces associated with the Tilbury Docks and Thames Gateway developments come forward, then future demand, in the plan period, should be accommodated**
- **Immediate discussions must take place at the highest level with other local authorities to ascertain their existing levels of roadside overnight HGV parking, their proposals to deal with this and their proposals to meet future demands. Without this dialogue, Thurrock Council can have no degree of certainty that the provisions we are proposing will be adequate**

# APPENDIX 1

## Truck Stop/Transport Café

Site Name	Street	County	Postcode	Telephone	Nearest Town	Distance to Nearest Town	Nearest Motorway/Road	Spaces
J26 M25 Truckstop	Skilletts Hill Farm	Essex	EN9 3QU	07973 913114	Waltham Abbey	1 mile	J26 M25	50
Merrychest Café	Watling Street	Kent	DA2 8AH	01474 832371	Dartford	5 miles	M25 J1b	30
Nells Café	Marling Cross	Kent	DA12 5UD	01474 362457	Gravesend	2 miles	A2	30
Oakdene Café	London Road	Kent	TN15 7RR	01732 884873	Sevenoaks	8 miles	M26 J2a/M20 J2	10
Titan Truckstop	Stoneness Road	Essex	RM20 3AG	01708 258500	Lakeside Shopping Centre	1 mile	M25 J31	300
The Carlton Transport Café	Arterial Road (A127)	Essex	SS12 9HZ	01268 727313	-	-	A127	15

Note: The above details are taken from 'Lorry Parking Baseline Report Understanding the Current Situation' DfT November 2009

## Motorway Service Areas

Site Name	Location	County	Motorway	Approx No. Spaces
Thurrock M25	between junctions J30-31	Thurrock	M25	80
Medway M2	between junctions J4-5	Medway	M2	117
South Mimms (Potters Bar)	at J23 and from A1(M), A1, A1081	Hertfordshire	M25	112
Clacket Lane Services	between junctions J5-6	Surrey	M25	147

Estimated from aerial photograph

Estimated from aerial photograph

In addition, It should also be noted that the Stansted M11 services are just outside the extent of the map and provide HGV parking and overnight stay facilities



**Motorway:** M25

**Where:** between junctions J30-31

**County:** Thurrock

**Postcode:** RM16 3BG

**Type:** Single site, used by traffic in both directions

**Operator:** Moto

**Contact Phone:** 01708 865487

**Eat-In Food:** Burger King

**Takeaway Food / General:** M&S Simply Food, Moto Shop

**Other Non-Food Shops:** WH Smith

**Cash Machines in main building:** Yes (transaction charge applies)

**Parking Charges:** Free for 2 hours, charges apply for longer stays. HGV with food voucher: £20 (Food voucher value: 7.50) Without voucher: £18Car: ££

[Motel: Travelodge Thurrock M25](#)

[More hotels and B&Bs near Thurrock Services](#)



**Fuel Brand:** Esso

**Motorway:** M2

**Where:** between junctions J4-5

**County:** Medway

**Postcode:** ME8 8PQ

**Type:** Shared main facilities building but separate car parks and access for each carriageway



**Operator:** Moto

**Contact Phone:** 01634 236900

**Eat-In Food:** Burger King

**Takeaway Food / General:** Upper Crust

**Other Non-Food Shops:** WH Smith

**Picnic Area:** yes

**Children's Playground:** Yes

**Cash Machines in main building:** Yes (transaction charge applies)

**Parking Charges:** Free for 2 hours, charges apply for longer stays. HGV with food voucher: £20 (Food voucher value: 7.50) Without voucher: £18 Car: £8

[Motel: Travelodge Medway M2](#)

[More hotels and B&Bs near Medway Services](#)



**Fuel Brand:** BP

**LPG available:** Yes

**Motorway:** M25

**Where:** at J23 and from A1(M), A1, A1081

**County:** Hertfordshire

**Postcode:** EN6 3QQ

**Type:** Single site, used by traffic in both directions



Operator: Welcome Break

Contact Phone: 01707 621001

Eat-In Food: Coffee Primo, Eat In, Burger King, KFC

Takeaway Food / General: Waitrose

Picnic Area: yes

Children's Playground: Yes

Cash Machines in main building: Yes (transaction charge applies)

Parking Charges: Free for two hours, charges apply for longer stays. Cars: £8.00, including a £2.00 meal voucher. Truckstop Parking Costs:. Weekday £23.50. Weekend £12.50

Other Facilities/Information: Gamezone, BT Openzone

[Motel: Days Inn Hotel London South Mimms \(Potters Bar\)](#)

[More hotels and B&Bs near South Mimms Services](#)



Fuel Brand: BP

LPG available: Yes

Cash Machines at fuel station: Yes (free)

**Motorway:** M25

**Where:** between junctions J5-6

**County:** Surrey

**Postcode:** TN16 2ER

**Type:** Separate facilities for each carriageway, with no link between them

**Operator:** RoadChef

**Contact Phone:** 01959 565577

**Eat-In Food:** Wimpy, Costa Coffee, Pizza Hut (clockwise only)





**Parking Charges:** Truck parking 2h for free, then £24 without food or £28 with food voucher

**Motel:** Premier Inn

[More hotels and B&Bs near Clacket Lane Services](#)



**Fuel Brand:** Total



# APPENDIX 2



### **Survey Brief**

A survey was conducted over two nights (Jan 26/27, 2010), with two teams logging trucks observed parking on roads, lay-bys and verges in the environs of Aveley, Chadwell St Mary, Grays, Purfleet, Stifford, Thurrock and Tilbury.

### **Truck Driving Hours**

Legally, truck drivers are required to rest for 11 hours between working days (with certain exceptions) and they are also required to take a 45 minute break after a period of 4½ hours driving / working. Common practice is to aim to park up by about 18.00 – 19.00 hrs, which, after an 11 hour rest would permit an onward journey from 05.00 – 06.00 hrs the next morning. Clearly, because of traffic, ferries, opening times of depots / distribution centres etc there is a degree of flexibility over the start and end times of these rest periods.

### **Survey Operation**

It was therefore decided that the teams would commence observation from about 19.00 hrs on two consecutive nights. On each evening, the teams conducted one sweep over a designated area, waited and then conducted a second sweep. It was viewed that this would capture most trucks parked up overnight. The areas covered on the first night were Aveley, Grays, Purfleet, & Thurrock. Chadwell St Mary, Grays, Stifford and Tilbury were covered on the second night.

### **Background**

Drivers leaving the ferry ports and heading to the Midlands or the North of England would have taken their 45 minute rest on the ferry, used probably up to an hour driving off the ferry, through customs and out of the port. The Dartford Crossing is then some 2 - 2½ hours driving time from the ports. Often there are delays at the Crossing which then means that the driver is forced to take another break or an overnight stop around the area of the Crossing. Inevitably, therefore, drivers are looking to stop in and around Thurrock.

Additionally, because of the propensity of depots and industrial sites in the area, many drivers like to be as close to their destination the night before to ensure they are at the front of the queue to tip their load the following morning. Therefore, again, drivers are looking to stop in and around Thurrock.

Some companies will pay drivers overnight expenses, but accept that if they choose to sleep in the cab they are perfectly entitled to keep the money. Often, foreign truck companies will not pay any money for overnight parking and the driver is almost forced to park on the road as he can not afford to pay parking himself.

Because of air movements and noise from passing trucks, drivers try to avoid parking overnight in lay-bys next to busy roads. There is a clear preference to park in offset lay-bys or in quieter roads. Also the proximity of 'burger' vans, local services or shops will influence the parking decision.

Because of thefts from trucks / trailers, there is a preference for trucks to congregate – in the interests of safety. So, where one truck finds somewhere safe to park up, others will follow.

### Survey Results

The survey (see attached spreadsheets and map) produced some interesting statistics:-

- The total volume of trucks observed was probably as anticipated. In total, 315 trucks were observed over the two nights.
- The mix of trucks (Artic (A) / Rigid (R) / Drawbar (D)) showed a much higher percentage of artics (81%) than might be normally expected. (Based on Sales, Registration or Parc statistics, artics would normally be roughly 30% of the total volume.) Quite a large percentage of these were units (without a trailer). The higher percentage of artics was attributed to the fact that most 'overnight' operations would be with articulated vehicles and also the nature of the businesses – distribution centres, car transporting, tankers etc in the Thurrock area would require artic operation.
- The mix of Foreign to British trucks (at 1:2) is again much higher than the norm.
- Most foreign trucks (in order of observed precedence) were from The Netherlands, Belgium, Ireland, France, Italy, Germany, Hungary, Poland, Czech Republic and Slovakia.
- Very few trucks were missing on the second sweep (only 3), but an increase of 78 was observed from the time of the first sweep (19.00 – 20.30 hrs) versus the time of the second sweep (20.00 – 22.30 hrs).
- The M25 Services and the Circus Tavern Services were totally full. A number of trucks were seen driving into the Titan Truck Stop, Oliver Road and, again, we assume that this was reasonably full.
- Most other trucks were parked away from housing and close to, or in industrial areas.
- Most trucks were parked on the public highway / lay-bys, and trucks parked in industrial area compounds or parking places were not counted. In particular, vehicles for example in Tesco, DHL, Walon, DSV, the oil refineries and the Tilbury docks were not counted.
- There was little parking observed on pavements – the only real instances of this were on the entrance to the Thurrock Parkway Industrial around the entrance to the Asda car park where 5 trucks were observed.
- There was also little evidence of parking on grass verges with the exception of the Purfleet By-Pass where 14 trucks were observed on the left hand verge, 1 on Dolphin Way and 1 on the Arterial Road, W Thurrock.

### Conclusions

Because of the number of distribution depots, oil refineries, industrial sites etc in Thurrock, many of which are 24 hours, there is a lot of movement of trucks through the day and night. Inevitably, local residents would be acutely aware of all the truck movements in their daily travels around the borough.

It is not practical to assume that Thurrock could bring in enforcement to such an extent to remove all the trucks from the streets overnight. Because so many businesses operate 24 hours it is inevitable that there are truck movements in the area at all times of the day and night. Legally, some have to stop for 45 minutes and some have to stop for 11 hours.

We would recommend that enforcement is instigated where trucks park on pavements or block entrances. We would also recommend that the Council looks at opportunities to authorize the extension of the Titan Truck Stop or to encourage development of a new truck stop facility elsewhere in the borough.



# Thurrock -- HGV Parking

	Location	Time	UK	Foreign	A / R / D	Overnight	Additional Overnight (Second Sweep)
<b>Aveley</b> A13	Westbound Layby	18.45 21.10	2	1	3A	3	1
	Eastbound Layby Bridge	18.45 & 21.10	3	1	4A	2	
		18.50	1	1	2A		
		21.15	--	--	1A/1R		
		18.55	1	1			
A13 / A1306		21.55	--	--	2A	2	
		18.50	2	--	1A		-1
		21.20	1	--	2A	2	
		18.55	1	1			
<b>M25 Services</b> Services Roundabout		21.00	40	22	51A/6R/5D	62	
		20.50	1	1	1A/1D	2	1
		22.00	1	2	2A/1D		
<b>Purfleet</b> Arterial / London Road Botany Way Circus Tavern Dolphin Way Juliette Way Kerry Avenue London Road (A1090) London Road (W Thurrock) Purfleet By-Pass Stonehouse Lane Tank Hill Road Tank Lane	2 Laybys	18.45 & 21.20	7 + 2	3	9A/2R/1D	12	16
	Roadside	21.25	12	4	14A/2R		
	Services	19.25	11	4	14A/1R	15	5
		21.10	12	8	18A/2R		
	Verge	19.35	1	--	1A	1	
		21.25	1	--	1A		
		19.00 & 21.10	--	--			
		19.00 & 21.10	--	--			
		19.00 & 21.10	--	--			
		21.45	--	--			
		19.10	13	3	14A/1R/1D	16	2
		21.25	14	4	16A/1R/1D	3	
		19.30 & 21.25	2	1	3A		
		19.45 & 21.25	--	--			
		19.45 & 21.25	--	--			
<b>Stifford</b> Arterial Road (N Stifford) Burghley Road Elizabeth Road Fenner Road High Road Hogg Lane Pilgrims Lane Stifford Hill		18.40 & 20.50	--	--			
		20.50	3	1	4A		4
		22.00	--	--			
		18.45	--	--			
		22.00	--	--			
		18.40	--	--			
		18.45	--	--			
		18.40	--	--			
		18.40	--	--			
		18.40	--	--			

# Thurrock -- HGV Parking

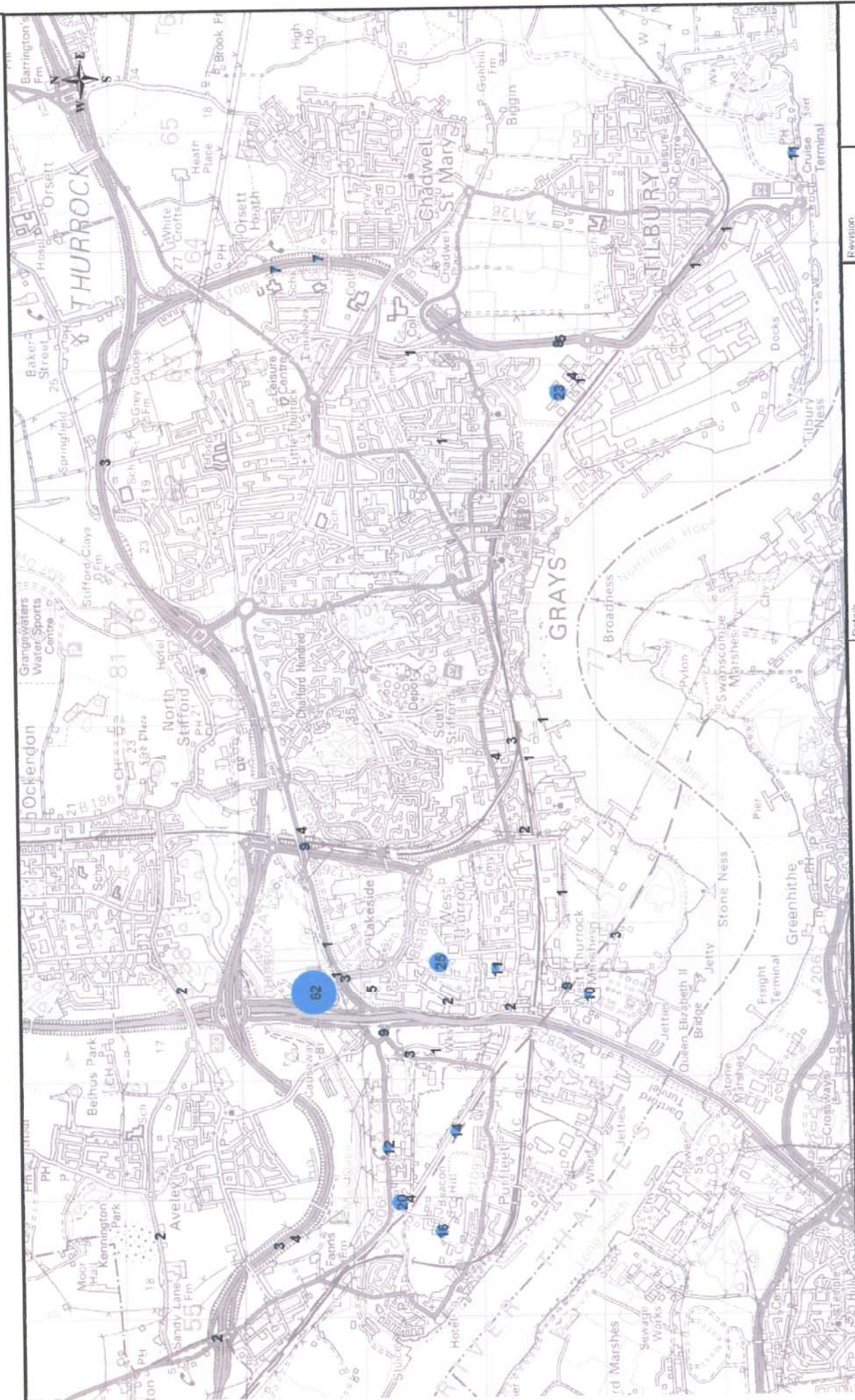
	Location	Time	UK	Foreign	A / R / D	Overnight	Additional Overnight (Second Sweep)
W Thurrock Askews Farm Road Arterial Road (W Thurrock)  Barclay Way / Central Avenue } Euclid Way / Jodrell Way } Burnley Road The Chase Eastern Avenue  Gumley Road Hedley Avenue Heron Way Jn 31 Roundabout  Lakeside Retail Park London Road (A126) London Road (W Thurrock) Manor Road Motherwell Way Oliver Close  Oliver Road St Clements Road Stoness Road W Thurrock Way Watson Close Weston Avenue - North Weston Avenue - South Woudham Road	Verge Laybys  Side - On A126 Bridge (W/B)	22.10	--	--	1A	1	
		18.35	1	--	6A	6	
		18.35	3	3	5A		-1
		20.55	3	2	6A	6	
		18.35	2	4	8A		
		20.55	2	6		14	2
		18.45	8	6	12A/2R 21A/2R/2D		11
		21.35	19	6			
		21.55	--	--	3A/1R 7A/2D 9A/2D	9	4
		22.10	4	3	3A 1A	1	
	Middle of Roundabout	19.45	6	4			2
		19.45	7	--			3
		21.45	3	--			
		22.10	--	1			
		18.45 & 22.00	--	--	5A 8A/1D	5	4
		19.55 & 22.00	2	3			
		19.15	3	6			
		21.00	--	--			
		19.45 & 21.35	--	--			
		22.10	--	--	2A		2
		19.55 & 22.00	--	1			
		22.05	1	--			
		20.55 & 22.15	--	6	12A/2R/1D 14A/2R/3D 1R	15	4
		20.15	9	8		1	
		21.50	11	--			
		19.55 & 22.00	1	--			
		18.45 & 22.00	--	--			
		19.55 & 22.00	--	--			
		19.45 & 21.35	--	--			
		21.55	1	2	3A 5A 1A		3 5
		21.35	4	1		1	
		19.45	1	--	2A 1A		1 1
		21.40	1	1			
		22.15	--	1			
Chadwell St Mary Brentwood Road Chadwell Bypass Coward Industrial Estate Merryvale Industrial Estate	No HGVs from 22.00 to 06.00 Closed at night	19.35	--	--			
		19.35	--	--			
		19.35	--	--			
		19.35	--	--			



# Thurrock -- HGV Parking

	Location	Time	UK	Foreign	A / R / D	Overnight	Additional Overnight (Second Sweep)
<b>Grays</b> A13 (M25 to A1089) Broadway Dock Approach Road (A1089)	Layby	18.45 20.45 19.15	1 2 --	1 1 --	2A 3A	2	1
	Southbound Layby	18.45 19.40	-- 4	-- 1	5A	5	
	Northbound Layby	18.45 20.40	3 5	1 3	3A/1D 6A/1R/1D	4	4
	Dock Road	19.15	--	--			
	Stanford Road	18.45	--	--	1A	1	
	Towers Road	19.15	1	--			
	Wood View	19.30	--	--			
<b>Tilbury</b> Dock Approach Road (A1089) Dock Road Ferry Road Fort Road Link Road - A1089 to B149 Marshfoot Road St Andrew's Road (A1089) St Chad's Road Thurrock Parkway Tilbury Fort Road	Southbound Layby	18.50 18.50 20.40	-- 6 5	-- 1 1	6A/1D 5A/1D 5A/1R/1D	7 7	-1
	Northbound Layby	19.10 & 20.40	5	2	1A	1	
	Layby - 1	18.45 & 20.30	--	1	1A	1	
	Layby - 2	19.10 & 20.30	1	--			
	Layby	19.00	--	--	1A	1	
	Layby	19.30	1	--			
	Layby	20.35	--	--			
	Layby	18.55	--	--			
	Road & Verge	20.35	--	--	20A/2R/1D 8A/1R 10A/1R	23 9	2
	World's End Pub	19.25	18	5			
		19.05	9	--			
		20.35	11	--			
<b>Total</b>					256A/32R/27D	240	75

# Thurrock - HGV Parking (Number & location of HGVs observed to be parking overnight on 26/27th Jan 2010



 Victoria House 101-105 Victoria Rd Chelmsford, Essex CM1 1LR 01246 247000	Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Thurrock Council License No. 100204657 2010.				 <b>THURROCK COUNCIL</b> www.thurrock.gov.uk														
	<table><tr><td colspan="2">Details</td><td colspan="2">Results from Jan 26/27th observations</td></tr><tr><td>Drawn By</td><td>W J Young</td><td>Checked By</td><td>D Joy</td></tr><tr><td colspan="2"></td><td>Date</td><td>02/02/2010</td></tr><tr><td colspan="2"></td><td>Scale</td><td>N/A</td></tr></table> <p>K:\Transport Studies\Project\1024964 - Thurrock Parking Services Translations\Mappey</p>					Details		Results from Jan 26/27th observations		Drawn By	W J Young	Checked By	D Joy			Date	02/02/2010		
Details		Results from Jan 26/27th observations																	
Drawn By	W J Young	Checked By	D Joy																
		Date	02/02/2010																
		Scale	N/A																

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# APPENDIX 3





## Freestone, David

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**From:** Faiz Nassiri [Faiz.Nassiri@cbuchanan.co.uk]  
**Sent:** 05 November 2010 12:18  
**To:** Freestone, David  
**Cc:** Siamak Khorgami  
**Subject:** RE: PTR O & S December deadline and date

David

Apologies for taking a bit longer to come back to you on this. Although, it was possible to extract the HGV data from our demand model, it required a few hours of works and hence the delay.

In the demand model, we calculate the existing HGV's demand based on Regional Transport Statistics 2006 by taking Million Tonnes Freight and Million Tonne-kms Freight for East of England and we then add on the future demand based on the planning data for commercial sites including Shellhaven. It is a bit crude but in the absence of any other reliable data or OD information it is sufficient for the high level modelling we have undertaken for the core strategy. Based on our prediction, there are some 2122 HGV's in the network in 2006 during AM peak and this will increase to 2907 HGV's in 2026 i.e an increase of 37%. This include all through trips as well as trips originating/terminating in Thurrock. The through trips is estimated to be around 14%. The forecast for the PM is even higher with an increase of over 80% largely due to Shellhaven Port which accounts for over 50% of the increase. I expect most of these increases would be on A13.

We also have the HGV% for key junctions/links but it would be difficult to predict the existing demand within the whole Thurrock from these data but it is another source of data to check the HGV% on the key corridors if you want. We can extract these data but it would take quite a bit more time.

I hope the above is sufficient for your requirements and you are able to complete your analysis. Should you require any further queries/clarification, please do not hesitate to contact me.

Kind Regards

Faiz Nassiri  
Director - Transport Modelling

20 Eastbourne Terrace  
London W2 6LG  
T 020 7053 1329  
F 020 7053 1300  
M 07725 760741

