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## **HGV PARKING ON EUROLINK INDUSTRIAL ESTATE, SITTINGBOURNE**

**To:** Joint Transportation Board

**Main Portfolio Area:**

**By:** Kent County Council

**Classification:** For Information

**Ward: All wards**

**Division: All divisions**

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### **1.0 Introduction:**

Kent has an urgent and unmet need for official lorry parking facilities. Legal requirements on drivers necessitate regular rest breaks and it is common for these to be taken in Kent either before or after making the Channel crossing or when delivering to industrial estates in the county. This causes a proliferation of unofficial and inappropriate lorry parking on Kent's roads; the damaging effects of which are felt by residents and businesses – noise and air pollution from refrigeration units, anti-social behaviour and littering, road safety impacts, and damage to verges and kerbs.

Swale has the largest amount of inappropriately parked HGVs in the county, with an average of around 250 HGVs parked on-highway each night in the district. The main parking hotspots in the district are Eurolink Industrial Estate, Sittingbourne, Isle of Sheppey and the A2 around Boughton/Dunkirk.

### **1.0 KCC Overnight Lorry Parking Surveys**

1.1 Kent County Council (KCC) has undertaken surveys into overnight lorry parking in Kent over the months of June and September in 2017 & 2018 with the intention of identifying the extent of HGV parking in the county.

1.2 These parking surveys intend to contribute towards a number of objectives:

- Understand the nature of unofficial overnight lorry parking in the county;
- Provide detailed analysis of the type of freight traffic and location of parking;
- Allow comparison of the numbers and location of parked HGVs between 2017 and 2018.
- Understand where other lorry parks are needed and the required number of parking spaces;
- Provide evidence to for the need for suitable locations for lorry parking facilities in Kent.

1.3 The surveys were undertaken by KCC's Highway Stewards who surveyed known parking hotspots within each district. The exact location and number of parked goods vehicles were recorded at each location, along with the date and time. The surveys were conducted between 20:00 and 00:00 on the above specified dates.

1.4 The surveys were undertaken across Tuesday, Wednesday and Thursday nights with an average taken over the three nights in June and September 2018.

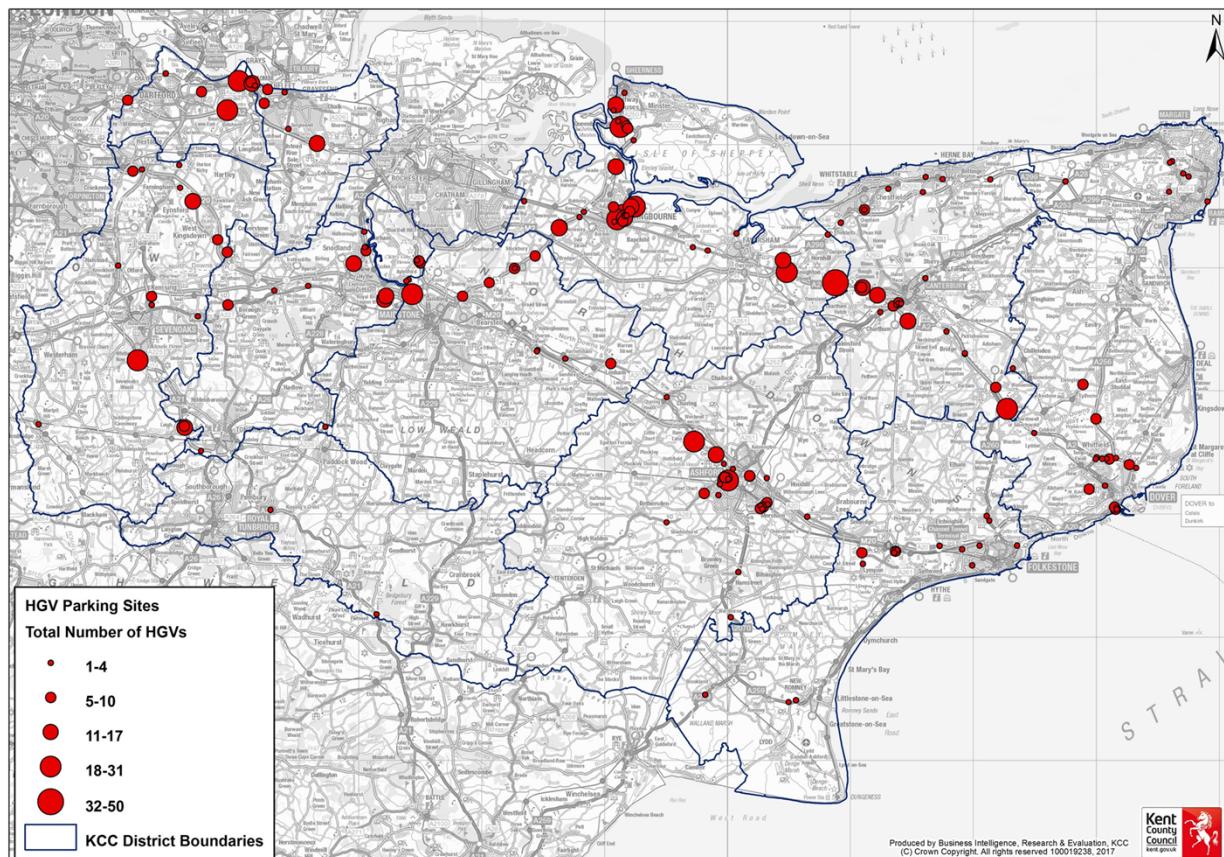
1.5 There is a predicted underestimation of around 5% as more arrive throughout the night.

1.6 Table 1 shows the results of the overnight lorry parking surveys over the last two years. The results clearly show that Swale has the greatest amount of inappropriately parked HGVs in the county.

**Table 1:** - average number of HGVs parked on-highway within June and September 2017/2018

District	Jun-17	Sep-17	Jun-18	Sep-18	Average
Swale	270	234	234	246	246
Canterbury	120	85	102	82	98
Ashford	109	128	77	50	91
Tonbridge & Malling	90	96	96	82	91
Dartford	59	48	54	57	55
Dover	48	70	40	53	53
Maidstone	40	49	42	55	47
Sevenoaks	49	53	39	40	45
Medway	40	40	40	46	42
Gravesend	29	32	42	57	40
Folkestone & Hythe	14	11	15	15	14
Thanet	6	3	11	20	10
Tunbridge Wells	1	3	5	5	4
<b>TOTAL</b>	<b>875</b>	<b>852</b>	<b>797</b>	<b>808</b>	<b>836</b>

**Figure 1:** - heat map showing the locations and numbers of on-highway HGVs parked in the county



## **2.0 Overnight HGV Parking in Eurolink and Swale**

2.1 To give a snap shot of the parking, the survey results for Thursday 27 September 2018 parking survey which found 265 HGVs parked in Swale.

2.2 Eurolink Industrial Estate:

- Bonham Drive – 17
- Castle Road – 21
- Cremers Road – 1
- Heard Way – 3
- Shortlands Road – 8
- Swale Way – 11
- Upper Field Road – 13

2.3 Sheppey:

- Brielle Way – 4
- Cromwell Road – 15
- Cullet Drive – 29
- New Road – 7
- Whiteway Road – 1

2.4 Other:

- A2 Boughton Bypass – 27
- Chestnut Street – 4
- Crown Quay Lane – 6
- Lower Hartlip Road – 8
- Oare Road – 2
- Spade Lane – 2
- A299 Thanet Way – 30
- Tribune Drive (Trinity Industrial Estate) – 20
- A249 (between M2 J5 and the Sheppey Crossing) – 36

## **3.0 Solution to overnight lorry parking**

3.1 KCC officers have proactively engaged with private sector lorry park operators who have indicated that they are interested in bringing forward overnight lorry parking facilities in the county. The main barriers to this investment are the availability of funding or finance for the capital investment costs (c£10m-£20m), and the planning process. Construction costs are often substantial and require a longer-term view of investment (15-20 years) than a typical 5 to 10-year return that private investors usually require. This has limited the number of private sector lorry parks coming forward nationally.

3.2 KCC have been working with private developers to try and promote the delivery of lorry parks in the county. In July 2018 the Ashford Truckstop was granted planning permission to expand and relocate their lorry park from 390 to 600 lorry parking spaces. The site is scheduled to open in 2019. This facility will provide much needed capacity in the Ashford area and the more widely the M20 corridor.

3.3 In conclusion, the parking surveys show that there is a need for official lorry parks with adequate facilities in Swale, especially around Sittingbourne, Sheppey and Brenley Corner. KCC will continue to work with lorry park operators, developers and Highways England to try and promote the provision of overnight lorry parks within the borough and the county.

Future Meeting if applicable:	Date:
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Contact Officer:	
Reporting to:	