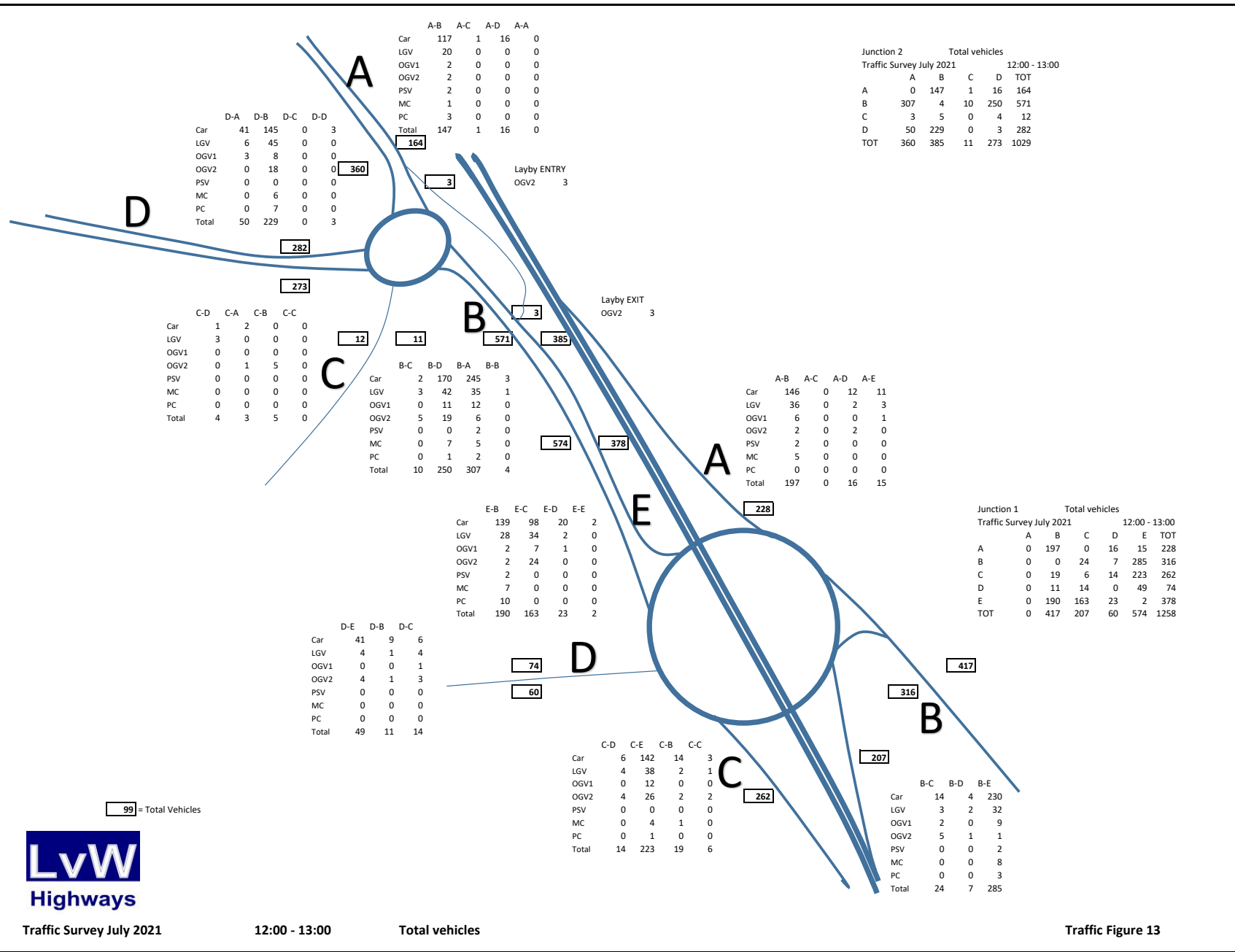
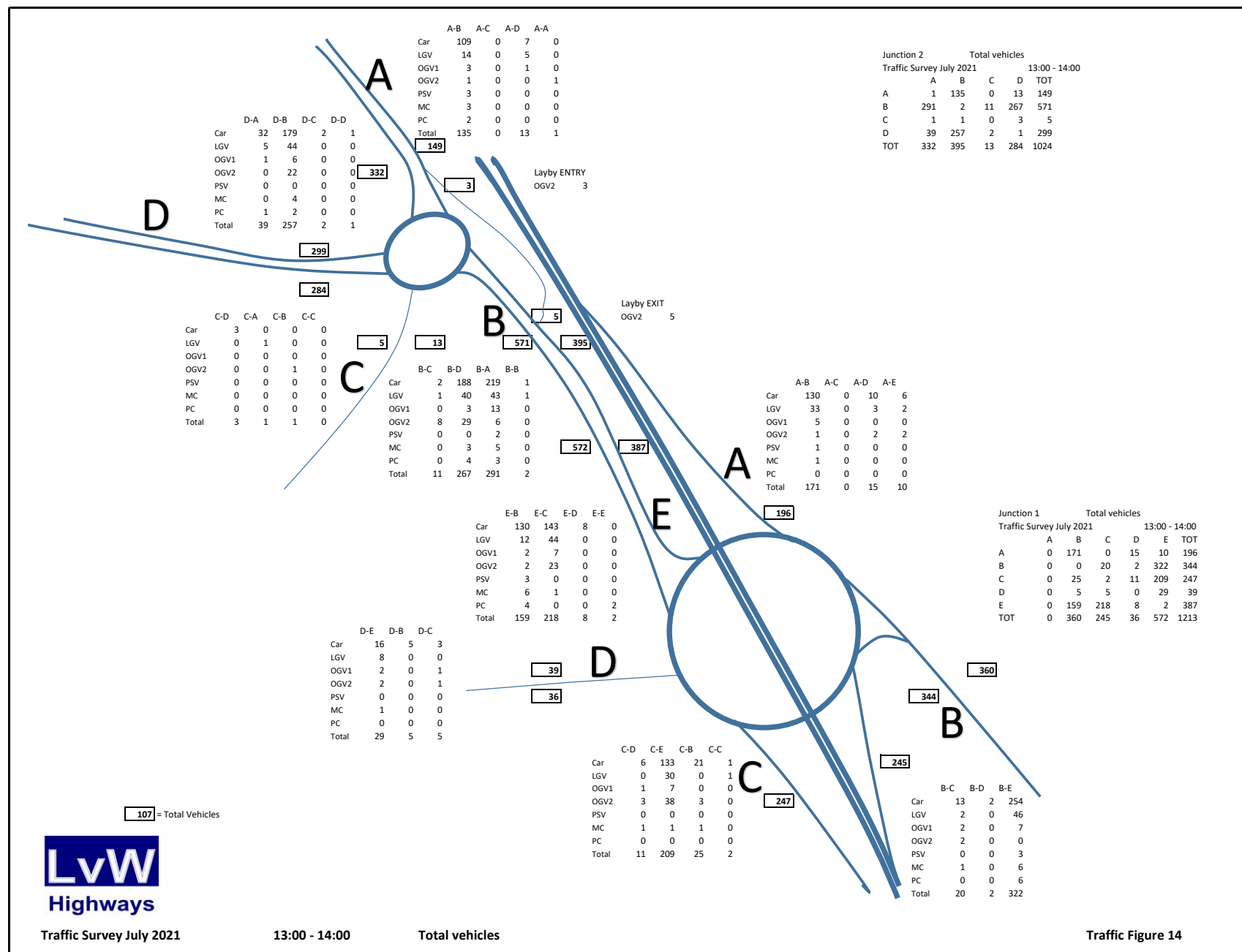
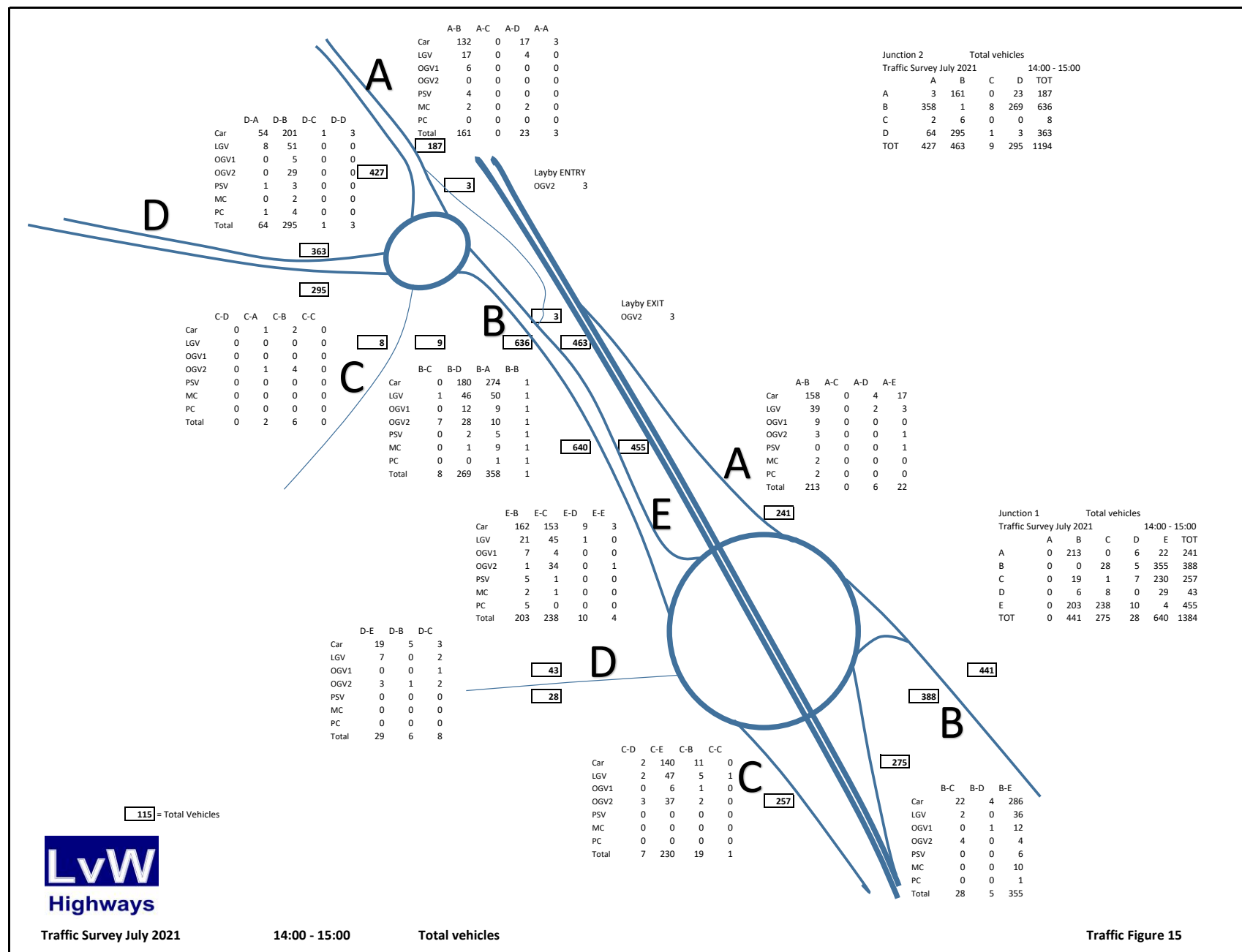
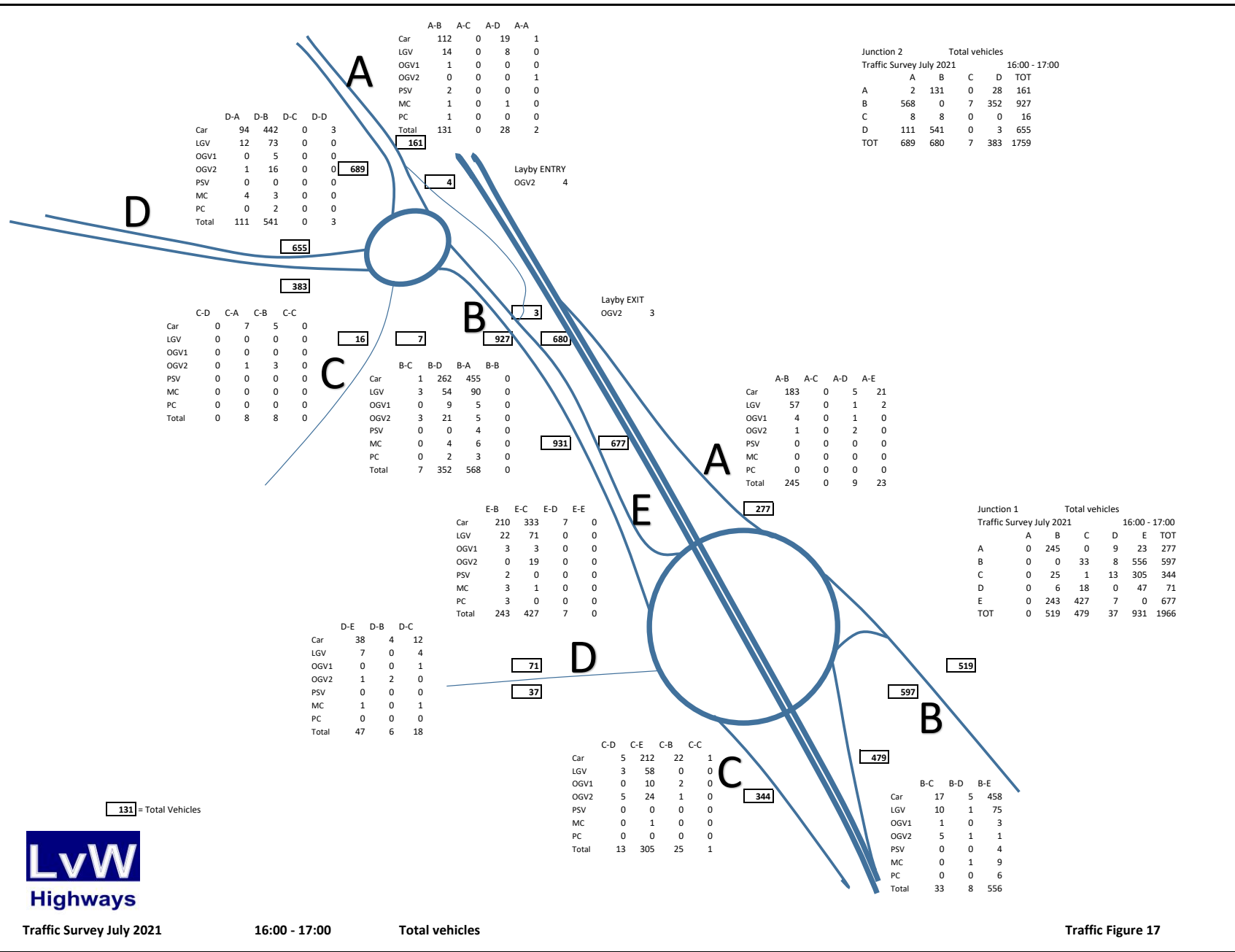
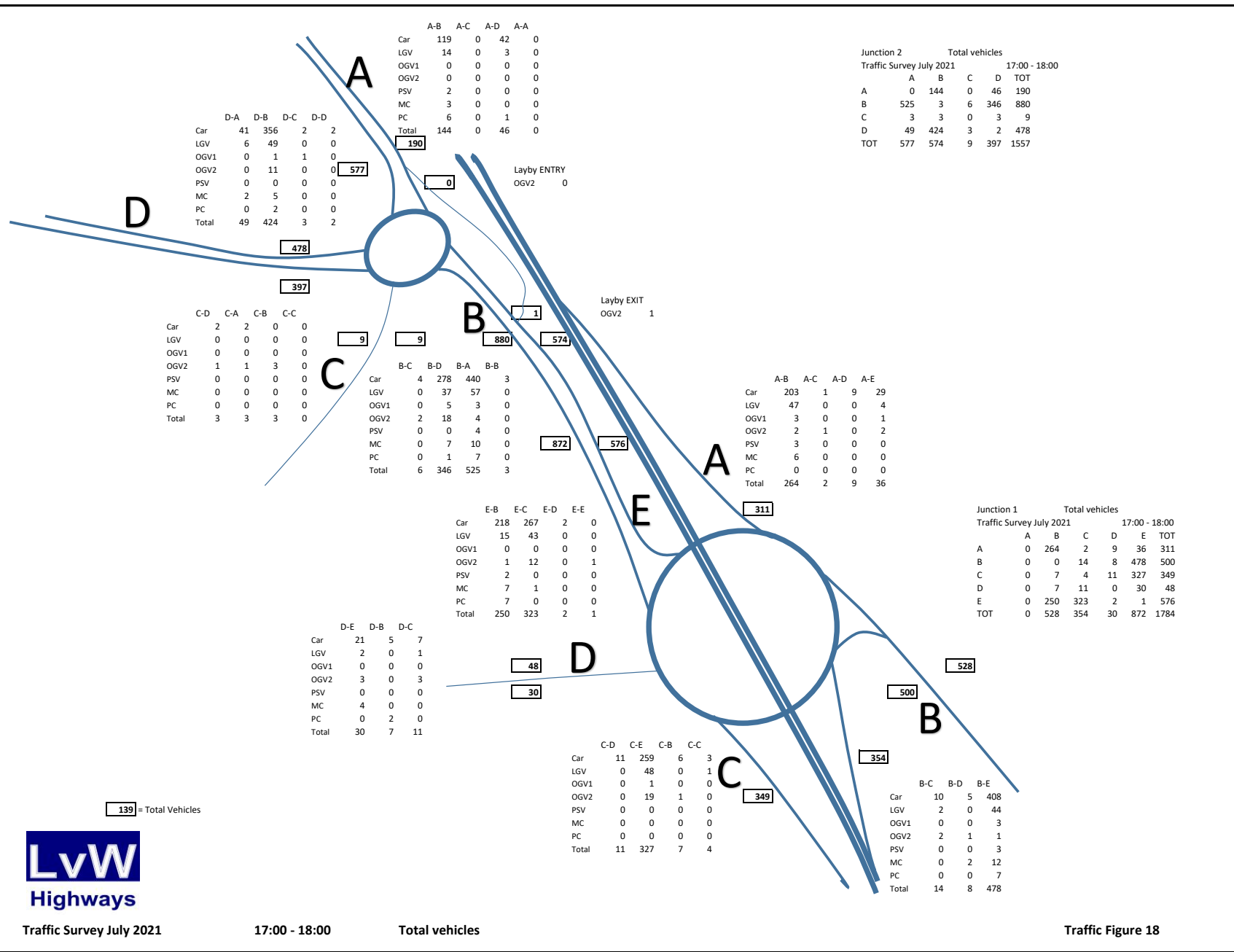


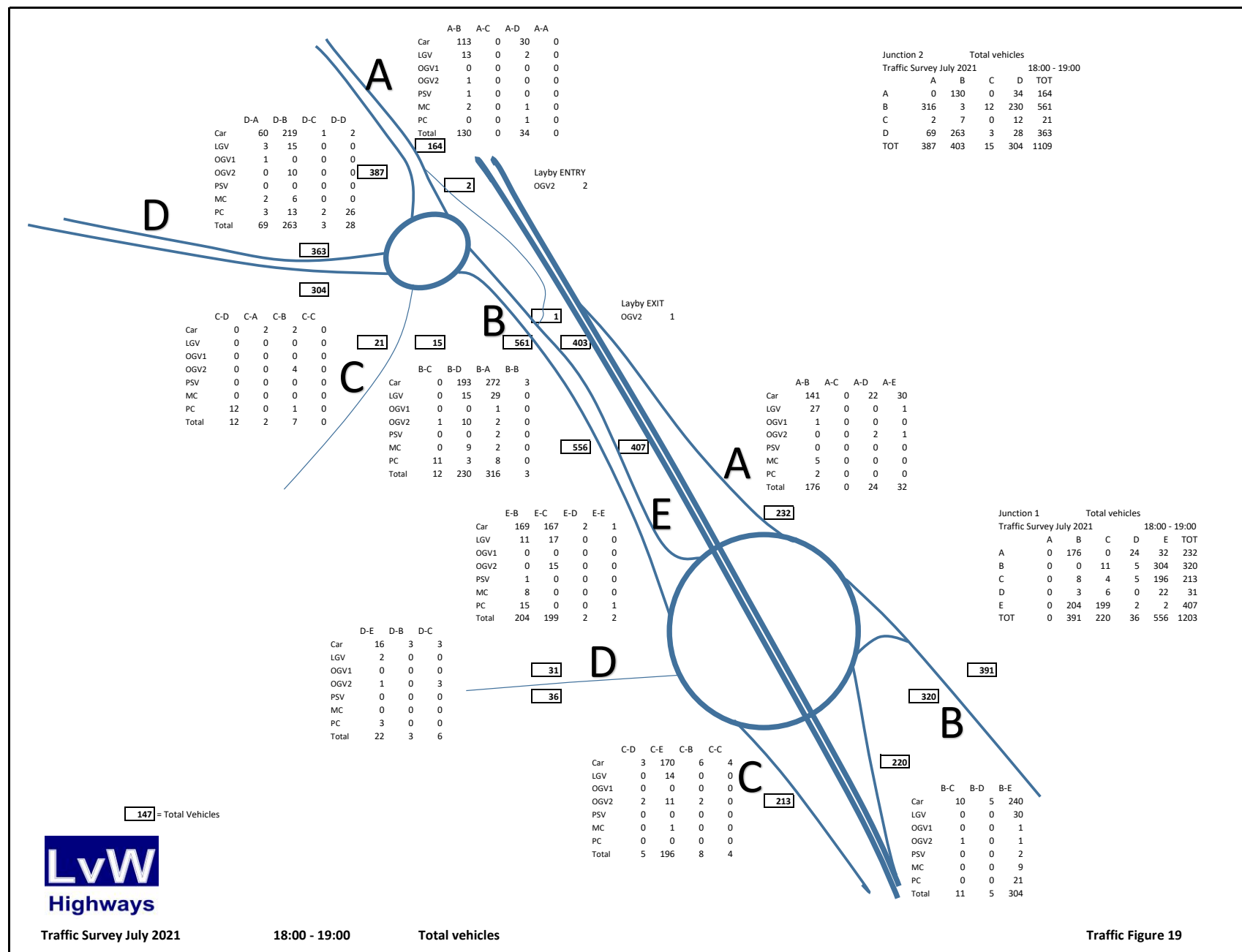


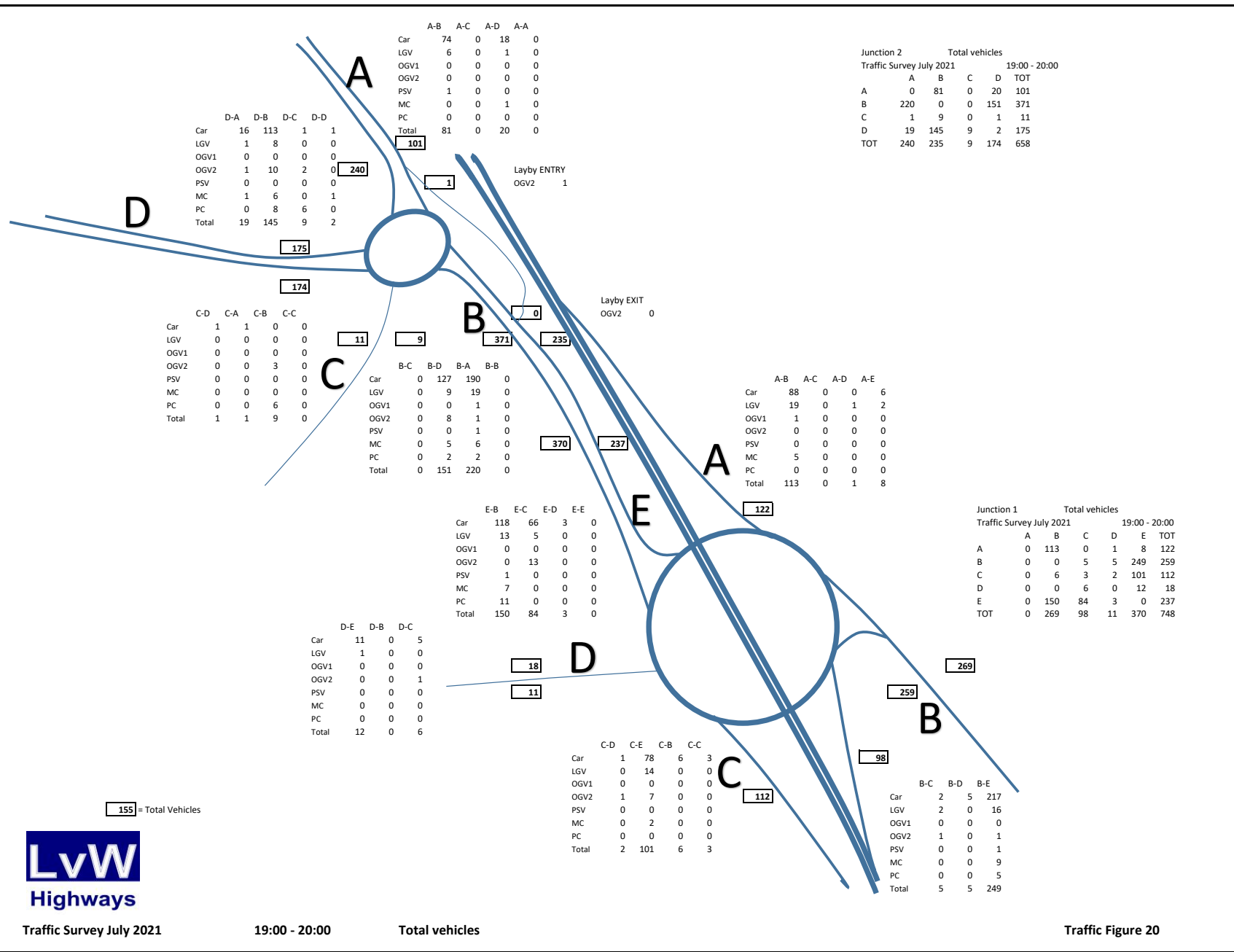


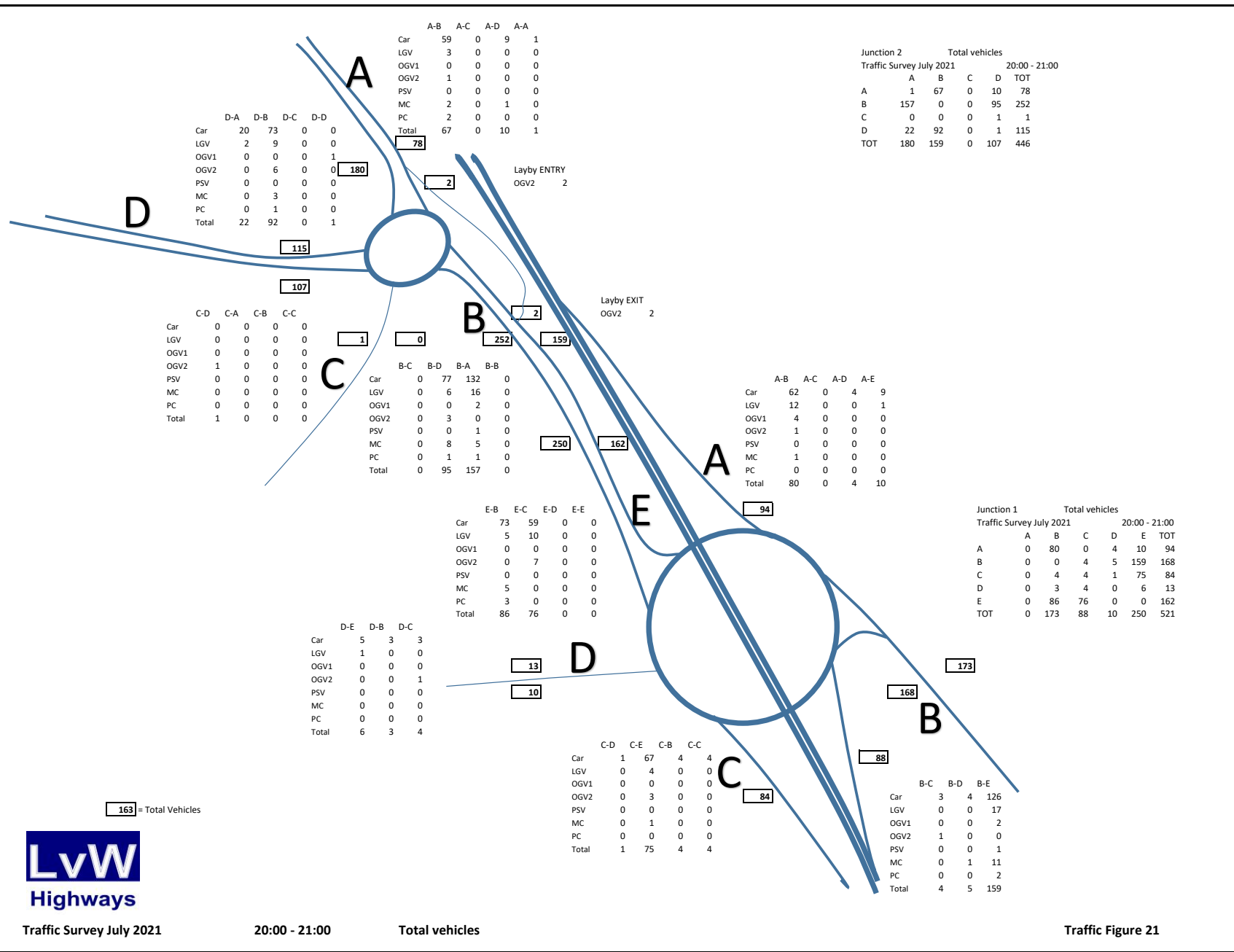


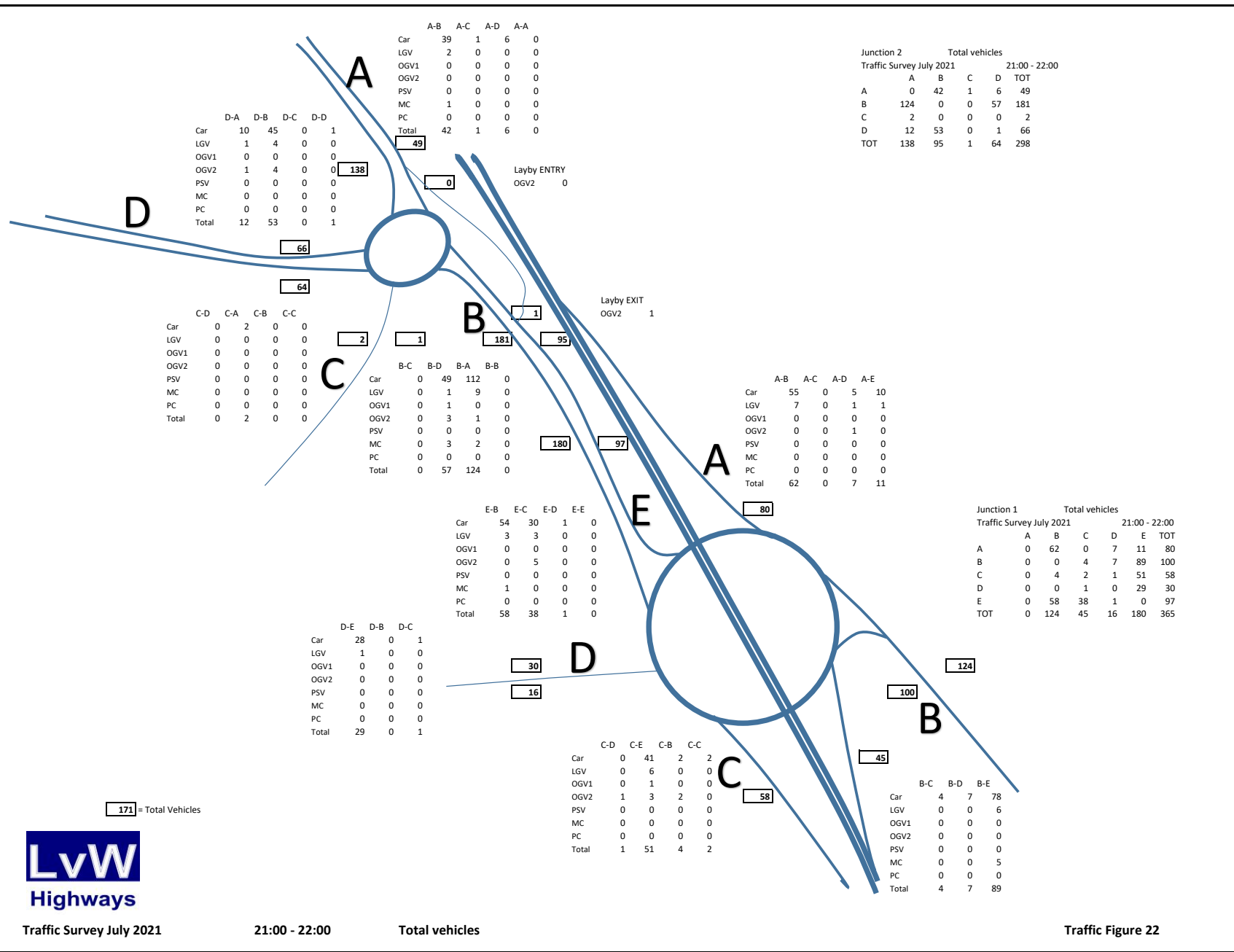


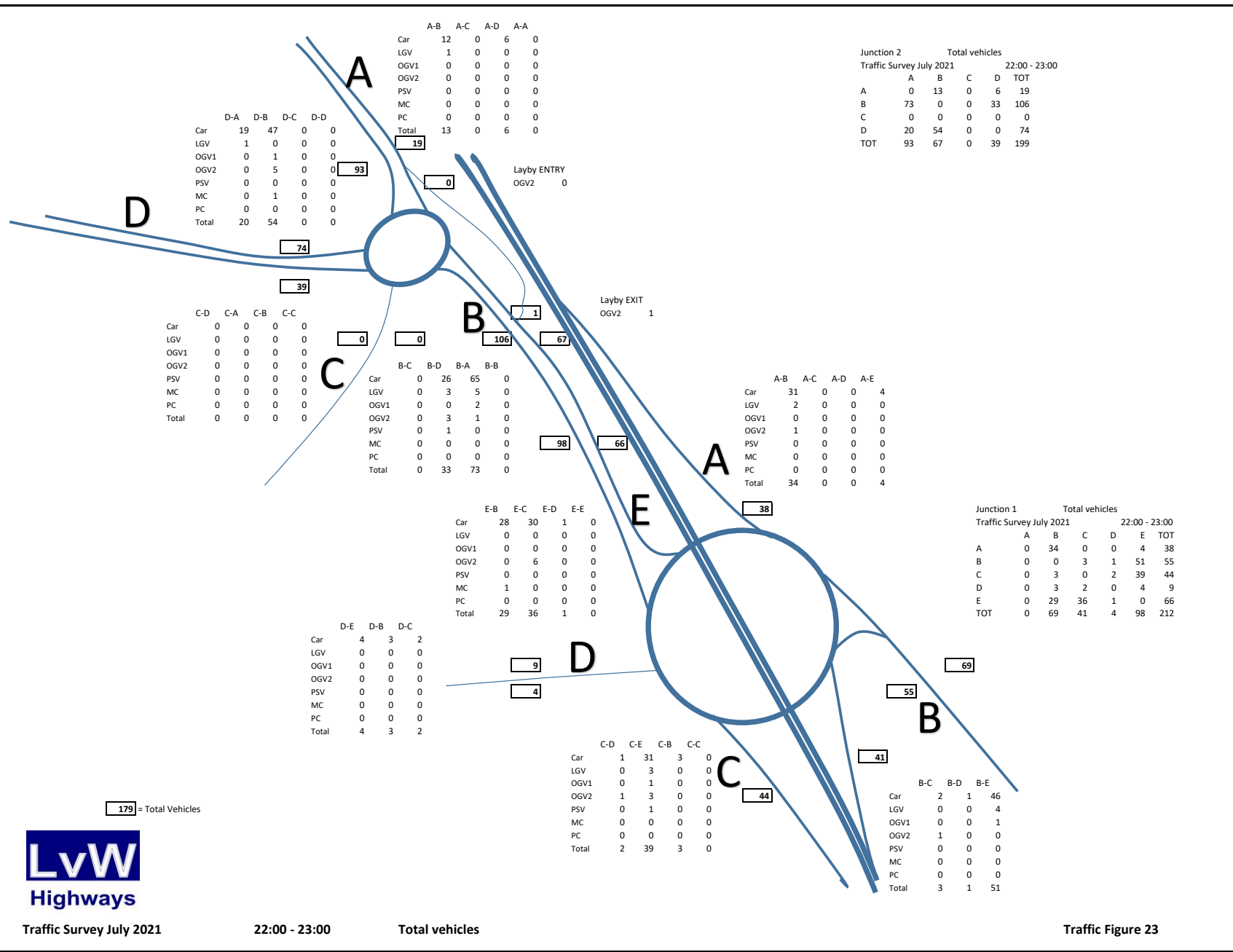


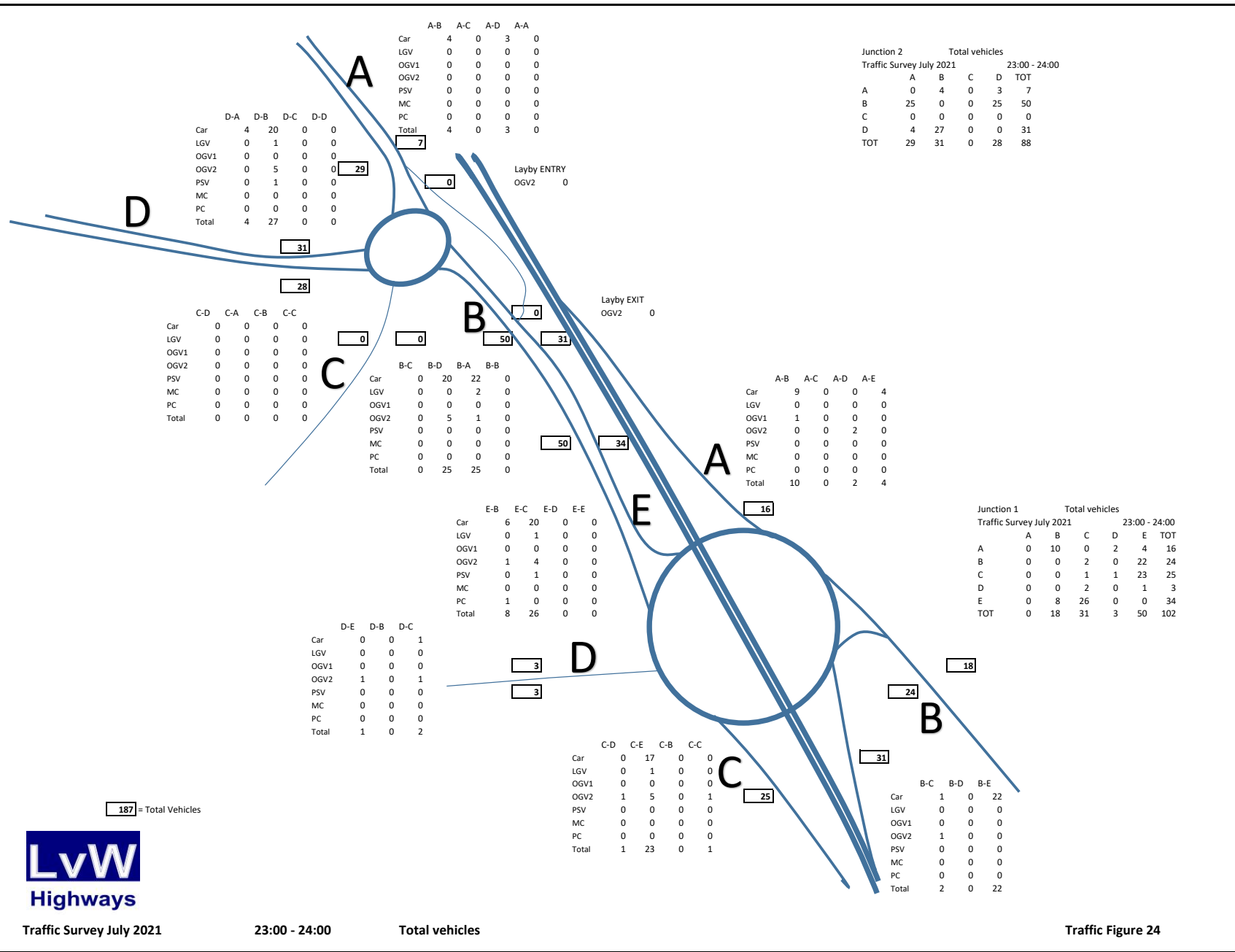


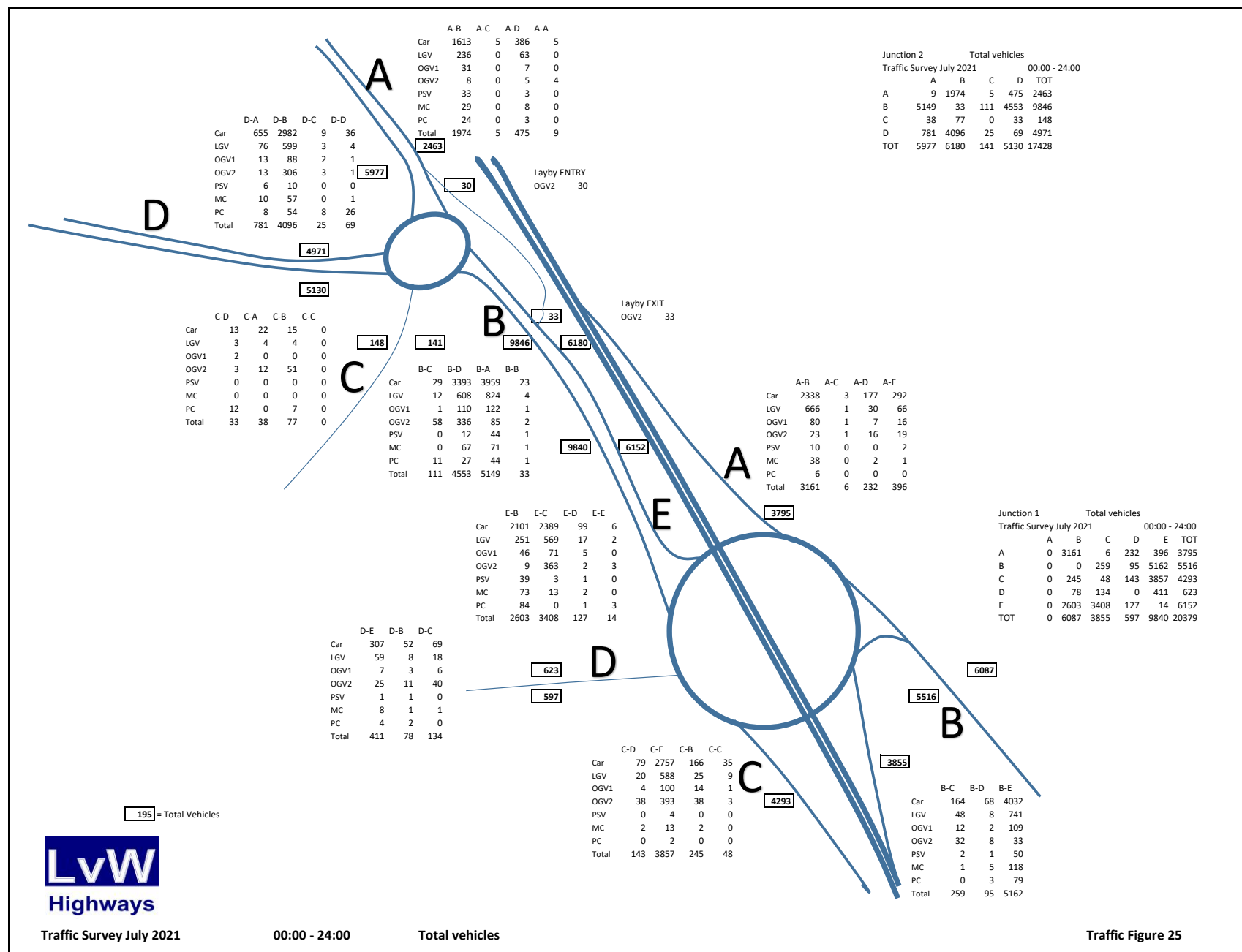












APPENDIX C

RHA Press cuttings

Appendix A - The Need for better driver facilities

RHA welcomes Transport Focus recognition for improved HGV driver facilities

26th July 2016



The Road Haulage Association welcomes the report from the independent transport user watchdog Transport Focus about roadside facilities on England's motorways and major 'A' roads which says that lorry drivers have said their needs are not being fully met by current roadside facilities.

Commenting, RHA chief executive Richard Burnett said: "The UK haulage industry is the lifeblood of the UK economy and it's the responsibility of HGV drivers to keep it moving. We have been working closely with Transport Focus from the start to ensure that the views of hauliers and their drivers were fully considered in the research and we welcome the report's acknowledgement that the importance of driver facilities must be addressed and acted upon.

"The roads are this industry's main place of work. HGV drivers are not commuting or on leisure trips – they are providing an essential service. We look to Highways England to provide a strategic road network that is safe, efficient and provides drivers with appropriate facilities."

The RHA is asking for a clear ministerial acknowledgement that the provision of adequate parking on its network is a core responsibility, both for the Department for Transport and Highways England. These provisions should be on a par with the quality of the road surface.

Key points raised are:

- Capacity
- Security for drivers, their vehicles and loads
- The provision of facilities, including toilet and showers for drivers.

Key benefits would be:

- Improved driver welfare
- Better recruitment and retention of drivers in an essential industry
- Increased road safety.

“Drivers have a common-sense obligation to take breaks and, in the case of lorry drivers, there is a regulatory requirement to do so,” Richard Burnett continued.

“We are already taking the message of responsibility the Department for Transport and Highways England. We have already flagged these issues with new secretary of state for transport Chris Grayling and roads minister John Hayes. We fully support John Hayes' vision for improving the design of roads and facilities – but that must include facilities for lorry drivers.

“Highways England needs to get more involved in this issue with motorway service area providers, local authorities and must assist truckstop developers to ensure provision of adequate facilities.”

The issue of lorry parking has been highlighted with plans for a holding area in Kent for Operation Stack. That is important for emergency use but Transport Focus has highlighted the need for a better approach to where lorries park as they go about their essential work for the UK economy.

[RHA welcomes Transport Focus recognition for improved HGV driver facilities | RHA: Road Haulage Association](#)

RHA welcomes government commitment to tackle illegal lorry parks

14th November 2016

The Road Haulage Association has welcomed the government's commitment to tackle illegal lorry parks but the issue can only be solved by better, legal parks to help drivers who are often desperate to find parking for their legal breaks.

"Finding a safe and secure place to park, either over-night or during statutory rest periods is no easy task," said RHA chief executive Richard Burnett. Secure lorry parking facilities with appropriate amenities should not be seen as a problem - on the contrary, they are the answer to lorry intrusion in local areas and to improving driver welfare."

"The news that road minister John Hayes is to conduct a national survey to determine where more parking spaces are needed and his pledge to make sure lorry facilities are planned into new Highways England infrastructure projects, while welcome, is long overdue.

"We made the same point to Coalition government ministers in 2010," Richard Burnett continued. "We were promised action then but nothing happened. However, we continued to press and we are re-assured by what we are now hearing from John Hayes and Highways England. There is much government can do to facilitate and encourage lorry parking development, which so far it has failed to do.

"The service provided by hauliers is vital to the whole UK economy. Drivers are, for the most part, simply doing their essential work of keeping Britain fed, clothed and in jobs as best they can."

The RHA has already met with the roads minister to discuss this issue and fully supports local measures to require the industry to use appropriate, secure lorry parks where they are provided and sensibly priced. The Association has also met with Helen Whately MP to discuss the lorry parking problems specific to Kent. KCC is already working on identifying where more lorry parking spaces are needed in the county.

"A good starting point would be for roads minister John Hayes to give a clear public commitment that this is core business for his department and for Highways England," concluded Richard Burnett.

[RHA welcomes government commitment to tackle illegal lorry parks | RHA: Road Haulage Association](#)

7th February 2018

DVSA fine for previous offences

The RHA supports DVSA's action on drivers' hours compliance but is concerned about the lack of legal rest areas for drivers to park.

From Monday 5 March, DVSA traffic examiners will start issuing on-the-spot fines for drivers' hours offences committed in the previous 28 days.

They'll be able to issue fines for five offences in a single check. With fines of up to £300 for each offence a driver could be liable for £1,500 in a single stop whether the offences were committed in the UK or abroad. DVSA will also have the option to immobilise the vehicle.^[1]_{SEP}

Whilst the RHA support action against firms who deliberately flout drivers' hours rules, we also call on the Government to address the urgent need for more lorry parking areas so that drivers have somewhere secure to rest.

[Roadwayupdate 07 February | RHA: Road Haulage Association](#)

11th January 2017

Pressing for driver facilities at DCs

As part of the RHA's campaign for improved driver facilities, we are pressing for better treatment at distribution centres. Some are good, others not.

On Tuesday we had further discussions at the Department for Transport along with Truckers' Toilets UK, with which we have been working closely.

We are seeking official clarification and enforcement of legal obligations and active support from the DfT. The meeting was very positive and we will keep members updated.

[RHA Messenger 11 January | RHA: Road Haulage Association](#)

23rd May 2018

Still not enough parking for HGVs

The Government has published its National Lorry Parking Survey (available [here](#)). The study concludes that the “lorry parking situation has got more acute”, which won’t come as a surprise to operators struggling to find safe and secure overnight parking facilities.

Following this study, Highways England is looking at sites with the potential to be developed into lorry parks which they say could mean up to 1,500 more spaces. The RHA believes this is not enough.

RHA Chief Executive Richard Burnett said: “We need more than vague projections of how many lorry parking spaces they might be able to create in the future. This needs to be addressed right now. Operators of existing sites but have their hands tied by planning regulations. We need to see an immediate commitment from government and local authorities to build more and better parking facilities, and not throw away solutions as seen last year at Stanford West in Kent.”

Further information can be found [here](#).

Lorry parking restriction plans

Transport Minister Jesse Norman has announced that the Government is considering making it “easier for local authorities to take enforcement action against hauliers who park inappropriately.” Based on the action taken on the A20 in Kent (where all lorry parking is banned overnight and at weekends) he “will be looking to promote the wider application of such measures elsewhere.”

RHA Chief Executive Richard Burnett said: “On one hand the Government admits there’s a chronic shortage of spaces for truckers to park, then on the other they’re giving a green light to councils to target lorry drivers who can’t find somewhere to park. It makes no sense whatsoever.”

"Years of inaction and red tape have left many areas woefully short of lorry parking - not least in Kent following the collapse of the Stanford West plans - leaving many hauliers no choice but to park in lay-bys.

"Government should be pushing for more facilities for truckers to take their statutory breaks not punishing them for the failings of local authorities to provide them. So let's build the spaces first before we start enforcing against people for not using them."

[RoadwayUpdate 23 May | RHA: Road Haulage Association](#)

DfT To Work With RHA To Improve Driver Facilities

August 9, 2020 Transport News Hot News

SECRETARY of State for Transport, Grant Shapps and Parliamentary Under-Secretary Baroness Vere, have acknowledged the contribution that delivery drivers have made to the nation, the economy, and businesses in recent months.

Commenting, RHA chief executive Richard Burnett said: 'For years we have been lobbying for better driver facilities. Every day they are up against a lack of safe and secure parking areas, toilet, and shower facilities. The recent pandemic, although exacerbating the problem, has also brought the issues under government scrutiny.

'For years we have been saying that operators need access to proper roadside facilities if they are to effectively continue their crucial role in transporting essential items across the country. Not just in times of hardship but now and in the future.

'We have always enjoyed a close working relationship with the Department for Transport, I'm delighted that our constant lobbying is paying off and that improved driver facilities have been identified as an opportunity to use recovery from the pandemic to help support the haulage industry.

'The past months have had a crippling effect on UK hauliers. In the early days of the pandemic they were refused access to even the most basic of toilet facilities at distribution centres and delivery points as they were not considered to be essential workers.

'We contacted the Secretary of State and within hours, the issue was addressed, and HGV drivers were designated as essential.

'At last, we are confident that the facilities that HGV drivers are entitled to will finally be put in place,' said Richard Burnett.

[DfT To Work With RHA To Improve Driver Facilities – Transport News](#)

Truck parking shortage hits critical levels

BY ADMIN IN [NEWS](#) · JUNE 3, 2018 · [1 COMMENT](#)



The Department for Transport has published its national survey of lorry parking for 2017, which gauges the level of demand for overnight parking in England against the overall truck park capacity available. The report identified “an immediate need” for more than 1,400 new parking spaces in critical areas of the country, and a requirement for 37 per cent more overnight spaces in the South East in particular.

During a month-long survey, the DfT visited 4,509 parking sites across England, including 311 lorry parks and motorway service areas which are counted as on-site parking – national capacity for which was found to be just over 15,000.

However, 39 per cent of all vehicles counted were recorded as having been parked off-site – largely in laybys or industrial/retail estates. The DfT cites a theoretical excess of 3,658 vehicles which could not park in an on-site space.

The number of HGVs counted making overnight stops on a typical mid-week night had risen by 36 per cent – almost 5,000 vehicles – between 2010 and 2017, when the survey took place.

In comparison, the total on-site capacity in truck stops and motorway service areas had risen just 14 per cent.

Of the nine former government office regions of England, the report found that demand for truck parking exceeds or is close to exceeding capacity in six of them: the East Midlands, the East of England, the North East, the South East, the West Midlands and the South West.

Of these, the situation in the East of England and West Midlands has been categorised as critical (85 per cent utilisation or more of on-site spaces). Utilisation in the South East was only slightly lower, at 84 per cent.

Greater London, Yorkshire and Humber and the North West fared better in general – although the report highlighted high off-site parking levels around the Port of Liverpool due to a lack of nearby facilities.

In addition, “the strategic road network surrounding the three ports in the South East and East of England is under a lot of pressure for additional lorry parking”, the report found.

“The A34 in the South East leading north from the ports of Southampton and Portsmouth has high levels of offsite parking and a high number of serious and critically utilised lorry parks.

“Almost all lorry parks within the counties of Essex and Kent are at critical levels of utilisation.”

Kent in particular was raised repeatedly by stakeholders in consultation with the DfT as an area of concern, particularly in relation to Operation Stack.

Parking issues are especially acute in the county due to the Port of Dover and the Channel Tunnel terminal in Folkestone.

The Chartered Institute of Logistics & Transport and Kent Police suggest that the county has an overall shortfall of between 1,000 and 1,200 HGV parking spaces.

On the national situation, the report, which was prepared for the DfT by AECOM, noted that: "Whether off-site parking is to be considered as inappropriate for overnight parking is undetermined.

"However, there is a shortage of HGV drivers, and one reason for this is the negative public perception of the industry, as well as drivers feeling underpaid and undervalued.

"Providing drivers with suitable wash and food facilities, to enable them to have a pleasant overnight rest, is important for improving driver morale, perception and road safety. If this is the standard set for what can be defined as 'appropriate' parking then most laybys and industrial/retail parks would then be considered 'inappropriate'...

"With lorry parking averaging at £16.60/night many drivers would prefer to supplement their salary with a tax-free "night out" payment from their employer and spend the night parked off-site for 'free'.

"One solution to this problem could be to adapt these locations into 'enhanced' off-site parking facilities, having basic amenities for drivers at a modest price."

In a statement last month, the transport minister Jesse Norman said that 1,000 additional parking spaces were currently in the pipeline pending planning decisions on proposed sites.

He also said he had written to the planning minister to ask him to draw local authorities' attention to the survey results – and that Highways England was currently looking into the potential development of new lorry parks which could provide up to 1,500 further spaces.

The Road Haulage Association (RHA) said it believed this was "not enough".

"We need more than vague projections of how many lorry parking spaces they might be able to create in the future," said RHA chief executive Richard Burnett.

"This needs to be addressed right now. Operators of existing sites... have their hands tied by planning regulations. We need to see an immediate commitment from government and local authorities to build more and better parking facilities, and not throwaway solutions."

He also criticised proposals by transport minister Jesse Norman to "make it easier for local authorities to take enforcement action against hauliers who park inappropriately".

"In Kent, the trial on a stretch of the A20 of innovative enforcement approaches has had considerable success in its first six months of operation, with a significant fall in the number of vehicles parked overnight, and increased use of commercial parking facilities in the area, especially at weekends," said the minister.

"Subject to the findings of this 18-month trial, we will be looking to promote the wider application of such measures elsewhere."

Richard Burnett responded: "On one hand the government admits there's a chronic shortage of spaces for truckers to park, then on the other they're giving a green light to councils to target lorry drivers who can't find somewhere to park. It makes no sense whatsoever.

"Years of inaction and red tape have left many areas woefully short of lorry parking – not least in Kent following the collapse of the Stanford West plans – leaving many hauliers no choice but to park in laybys.

"Government should be pushing for more facilities for truckers to take their statutory breaks, not punishing them for the failings of local authorities to provide them. So let's build the spaces first before we start enforcing against people for not using them."

<http://transportoperator.co.uk/2018/06/03/truck-parking-shortage-hits-critical-levels/>

Lack of official parking facilities means additional stress for HGV drivers says RHA

1st November 2017

Last night the scenes at Kent's Ashford Truckstop were an HGV driver's nightmare as over 200 trucks were turned away because of the lack of parking space.

Commenting, RHA chief exec Richard Burnett said: "This clearly underlines the lack of even the most basic of facilities for HGV drivers who need to rest at the end of their shift. No driver wants to spend the night in a layby – it's both unsafe and unhygienic. But for those who are unable to get into an official truckstop there is no alternative. The additional stress that this causes HGV drivers is both unnecessary and avoidable."

According to Ashford Truckstop's general manager, Darren Smith: "By 18.30 we had received over 90 reservations – usually around 20-30 by the end of the night. By 19.30pm we had to turn away 252 trucks - a record to say the least.

"We have applied for permission to establish an additional 300 parking spaces but that won't relieve the immediate problem."

Those that are turned away from official rest areas will have had no alternative but to spend the night in their cabs, in public lay-bys, on or close to public roads or on motorway slip roads - many facing fines and prohibitions.

Richard Burnett continued: "With Christmas just over 7 weeks away the levels of traffic journeying across the Channel will increase dramatically and the amount of HGVs on Kent roads in particular will intensify. But what are those drivers, unable to get into a lorry park to do? The refusal of local authorities to acknowledge this serious problem are simply putting the safety of drivers and their loads at risk.

"What employer would ask their staff to spend the night, in their car, in a layby? For the thousands of HGV drivers responsible for moving 90% of the UK economy, there is simply no choice."

<https://www.rha.uk.net/news/press-releases/2017-11-november/lack-of-official-parking-facilities-means-additional-stress-for-hgv-drivers-says-rha>

<file:///C:/Users/r.williams/AppData/Local/Microsoft/Windows/INetCache/IE/3K7N23SK/LorryParksUK.pdf>

<file:///C:/Users/r.williams/AppData/Local/Microsoft/Windows/INetCache/IE/DZN314KV/national-survey-of-lorry-parking-report.pdf>

(this one is an English survey just shows the lack of Lorry parks very clearly with graphs etc, Wales is in an even worse situation)

<https://www.truckingjobs.co.uk/2018/10/map-of-truck-stops-in-uk.html>

(If zoom in on wales, shows there are only two in the whole country and one of them is a services)

These below are a few forums showing drivers comments about truck parking in south wales

<http://hgvparking.com/details.aspx?!=503>

<http://www.trucknetuk.com/phpBB/viewtopic.php?f=2&t=113477>

APPENDIX D

Site layout



1. ALL DIMENSIONS ARE INDICATIVE AND IN METRES UNLESS NOTED OTHERWISE.
2. DO NOT SCALE THIS DRAWING, USE FIGURED DIMENSIONS ONLY.
3. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (AOD) BASED ON THE TOPOGRAPHICAL SURVEY DRAWING SUPPLIED BY THE CLIENT.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
6. THE SPECIFICATION IN ALL ASPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT RESIDENTIAL DESIGN GUIDE AND SPECIFICATION IN FORCE WITHIN THE COUNTY AT THE TIME OF CONSTRUCTION.
7. COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ENGINEER AND IT MUST NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN CONSENT.

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Date 23.06.2020	AP501
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APPENDIX A

Summary of drivers' hours' information



Driver & Vehicle
Standards
Agency

Drivers' hours:

HGV driver basics



EU DRIVERS' HOURS

Driving Limits

This leaflet aims to provide you, the professional driver, with the basic information you need to comply and stay legal. It contains information on drivers' hours.

The full guidance can be found at:
www.gov.uk/drivers-hours

Key:



= Rest



= Driving



= Other Work



Failure to comply can result in a fixed penalty of up to **£300**, a graduated deposit of up to **£1500** or you could be summoned to court.

Drivers...

Today's records
and the
previous
28 days

...carry your records

(and digital driver card if one has been issued)



Failure to carry correct records could result in a penalty of **£300**.

Visit our website

www.gov.uk/dvsa

Contact us

enquiries@dvsa.gov.uk

Telephone: 0300 123 9000

Monday to Friday - 7.30am until 6.00pm

*Find out more about call charges at:
www.gov.uk/call-charges

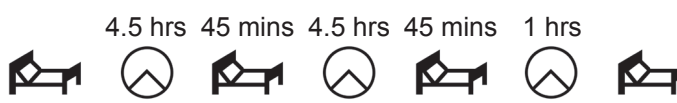
Driving limits and breaks from driving



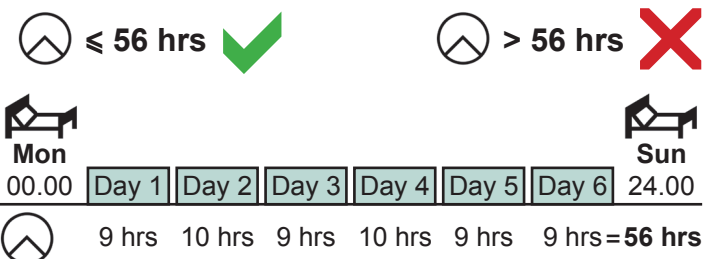
Split breaks



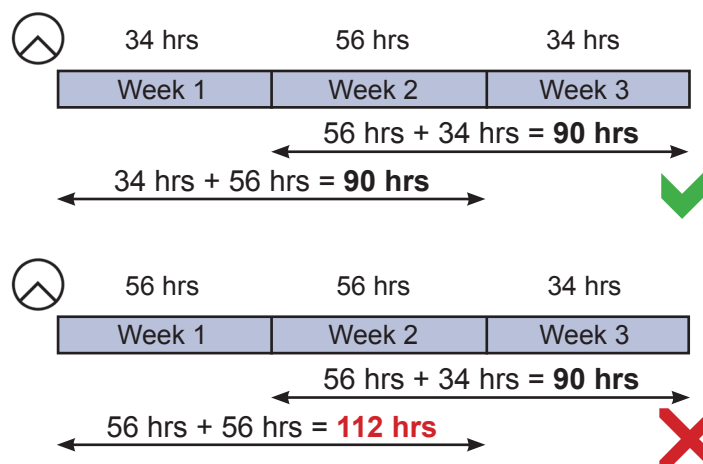
2 X per week maximum = 10 hrs



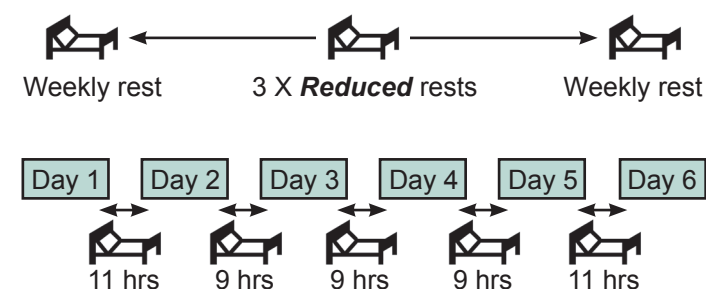
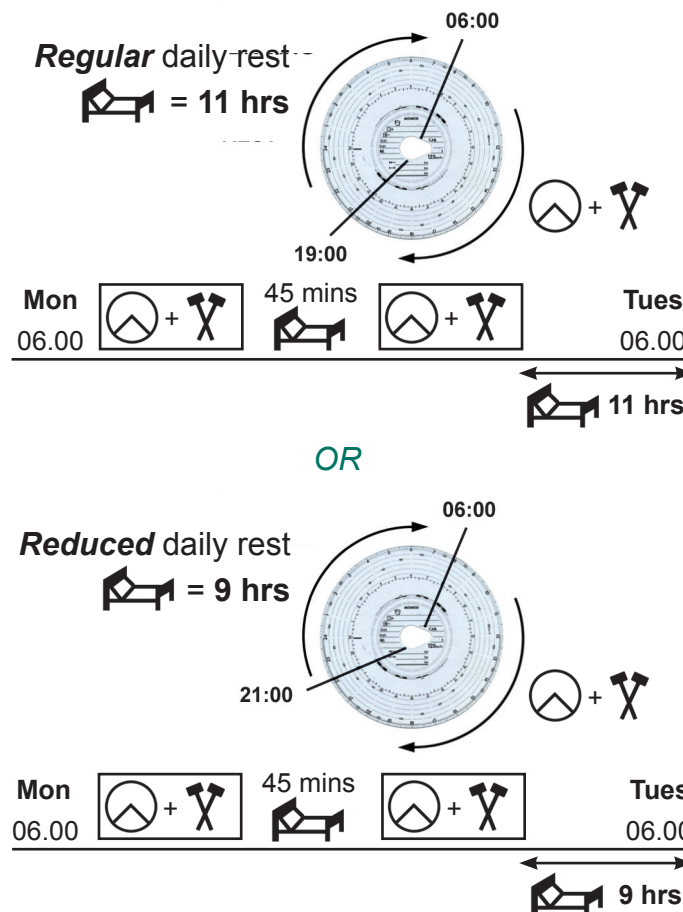
1 week fixed



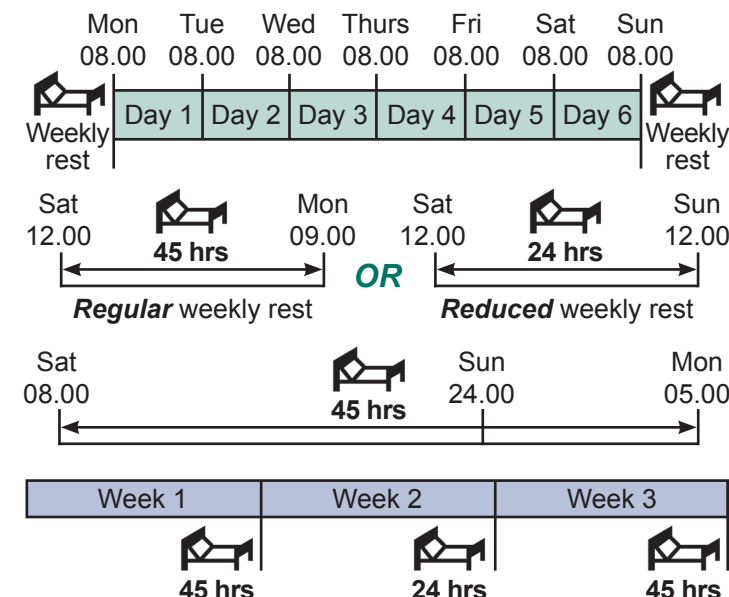
2 weeks



Daily rest



Weekly rest



APPENDIX B

Existing 2021 movement diagrams

