

**NEWARK LORRY PARK**

**1.0 Purpose of Report**

- 1.1 To inform Members of potential issues associated with the short and long term future of the current Lorry Park and to identify and determine appropriate measures to mitigate such.
- 1.2 A further report is to be submitted to this Committee outlining potential sites for relocating the Lorry Park. This report outlines potential issues for the interim and long term future after the Lorry Park is reduced in capacity in 2016 with the building of the new Council HQ and any future relocation of the facility to another suitable location.

**2.0 Background Information**

- 2.1 Whilst the current facility has some inadequacies, it provides secure overnight parking for HGV drivers to rest, with associated showers, cafe and lorry washing and given this along with its reputation and geographical location in the Newark area, providing an optimum journey time for daily rest requirements, it is popular and well used by drivers, with current fee income above target.
- 2.2 The current capacity for 160 vehicles will be reduced to 100 when the top half of the lorry park is taken, (shown as "1" on the plan – **Appendix A (to follow)**), when the new Council HQ build commences in spring 2016. With a reduction of 60 spaces, it is suggested, based on current performance that potentially there will be a reduction in income of £85,750 p.a.
- 2.3 Thus, if the current high usage (120 and 160 vehicles per night, Mon-Thur) continues, there will be, certainly initially, insufficient capacity and displacement of some 20-60 HGVs each night. Given the restrictions on driving hours and rest break requirements, drivers will have to find alternative local parking where possible or, if time allows, will have to go to lorry park facilities south of Newark at Colsterworth or north at Markham Moor. There is a potential for parking in laybys and other unsecured sites presenting an increased risk of inquisitive crime and annoyance to local communities.
- 2.4 In addition, if drivers attend the facility to find no spaces available, given the restrictions on their driving time, it is likely that they will not have confidence to attend in the future and will seek regular use of other sites and as such, based on current performance, income loss may be greater than that suggested in 2.2.
- 2.5 Currently the facility also provides for some non-lorry parking uses:
- Event Parking for Newark Festival
  - Parking for coaches and campervans visiting Newark
  - HGV Parking by traders attending Newark Market
  - Shower facilities used by some of the travelling community and contractors
  - Temporary accommodation for mobile homes displaced by flooding on Tolney Lane
  - HGV and other commercial vehicle checks by the Police

- Temporary parking by vehicles awaiting loading or unloading of livestock from the adjacent Cattle Market

2.6 Consideration will be required as to how best mitigate the loss of these non-lorry parking uses should the Lorry Park move to another location.

### **3.0 Options**

3.1 To accept the loss of 60 spaces at the top end of the Lorry Park and associated loss of income as identified in 2.2 and 2.4 above and provide no mitigation.

3.2 An examination of the options to mitigate loss of the spaces at least until an alternative attainable site can be found have been undertaken. Subject to any required Planning and Environment Agency consent, extending the area of hardstanding to the north and east of the Lorry Park where currently there areas of field and scrubland,(shown as "2" on the plan in **Appendix A**) has been considered. Consultants commissioned by the Council have estimated that with basic but necessary infrastructure the capital costs of this work would be £180,000 plus at least £55,000 for lighting. It is therefore considered that this level of investment is not a viable option given the limited number of spaces that would be created.

3.3 Opportunities to use additional nearby overflow space for peak use are being explored.

3.4 Given the current popularity of the location, loss of income could be mitigated by an increase of a further 50p in Lorry Park fees proposed for 2016 making a 24hr parking fee of £13.50. The first lorry park north of Newark charges £10 and the nearest south is £13.00.

3.5 There is a further option to relocate the Lorry Park site to an alternative location. A review of available sites is being undertaken. A further report will be brought to the Committee setting out options for relocating the Lorry Park elsewhere.

### **4.0 Equalities Implications**

4.1 There are no equality implications identified relevant to this report.

### **5.0 Impact on Budget/Policy Framework**

5.2 Current estimates suggest a reduction of £85,750 would result from the planned reduction in Lorry Park space. This is based on average usage figures, so more or less than this could be lost in practice.

5.3 An increase of 50p in Lorry Park fees would mitigate the income reduction by £13,000, ie: £72,750

5.3 A potential loss of car park income exists if displaced mobile homes and caravans , due to flooding on Tolney lane, Newark were to use Council car parks, but historically the periods of displacement have been generally no greater than 10 days.

## **6.0 Comments of Director - Resources**

- 6.1 In the budget report considered elsewhere on the agenda, the income budget for the lorry park for 2016/17 has been reduced by £85,750 to take account of the loss of spaces. If Members choose to increase the fees, this will lessen the impact. The impact can be absorbed within the revenue budget due to the savings forecast to be achieved from the Council's strategic projects.
- 6.2 The capital costs of extending the lorry park are significant and would not result in many extra spaces to mitigate the loss. Consideration also needs to be given to the potentially disruptive effect the work could have on the current site and on the building of the new offices. On current projections it would take 5 years before the new facility recovered the capital cost of the necessary works and then only if the extra spaces were continually filled to capacity. The annual income from the extra spaces would not fully compensate for the forecast annual loss.
- 6.3 The option to use additional nearby overflow space is a potential short-term solution that would help to mitigate the loss of income.
- 6.4 An increase in the fee charged, should be considered in the context of competitor prices to ensure that the lorry park remains an attractive offer.
- 6.4 If the lorry park were to move to a new location in the future, the remaining 100 spaces at the current site could continue to provide an income from alternative parking provision, including those detailed in 2.5. Alternatively the land could be considered for a different use, which might generate income for the Council.

## **7.0 Comments of Director Community**

- 7.1 Clearly the loss of the upper tier of the Lorry Park will result in a financial loss to the Council. There are options available to mitigate the loss of some of this income but the true impact of the loss of the upper tier will only become evident once this area is no longer available to drivers.
- 7.2 It must also be noted that the existence of a Lorry Park in the Newark area is of strategic importance to the haulage industry both national and international. It is therefore important that a sound business case is made for either retaining the lorry park in its current location or relocating to a new site and developing a facility offering the same services as are currently available.

## **8.0 RECOMMENDATIONS that:**

- (a) the impact on income for the Lorry Park is noted and taken into account in future budget planning; and**
- (b) Members determine which of the options outlined in Paragraph 3 of the report they wish to implement.**

### Reason for Recommendations

To determine future arrangements for the Newark Lorry Park facility.

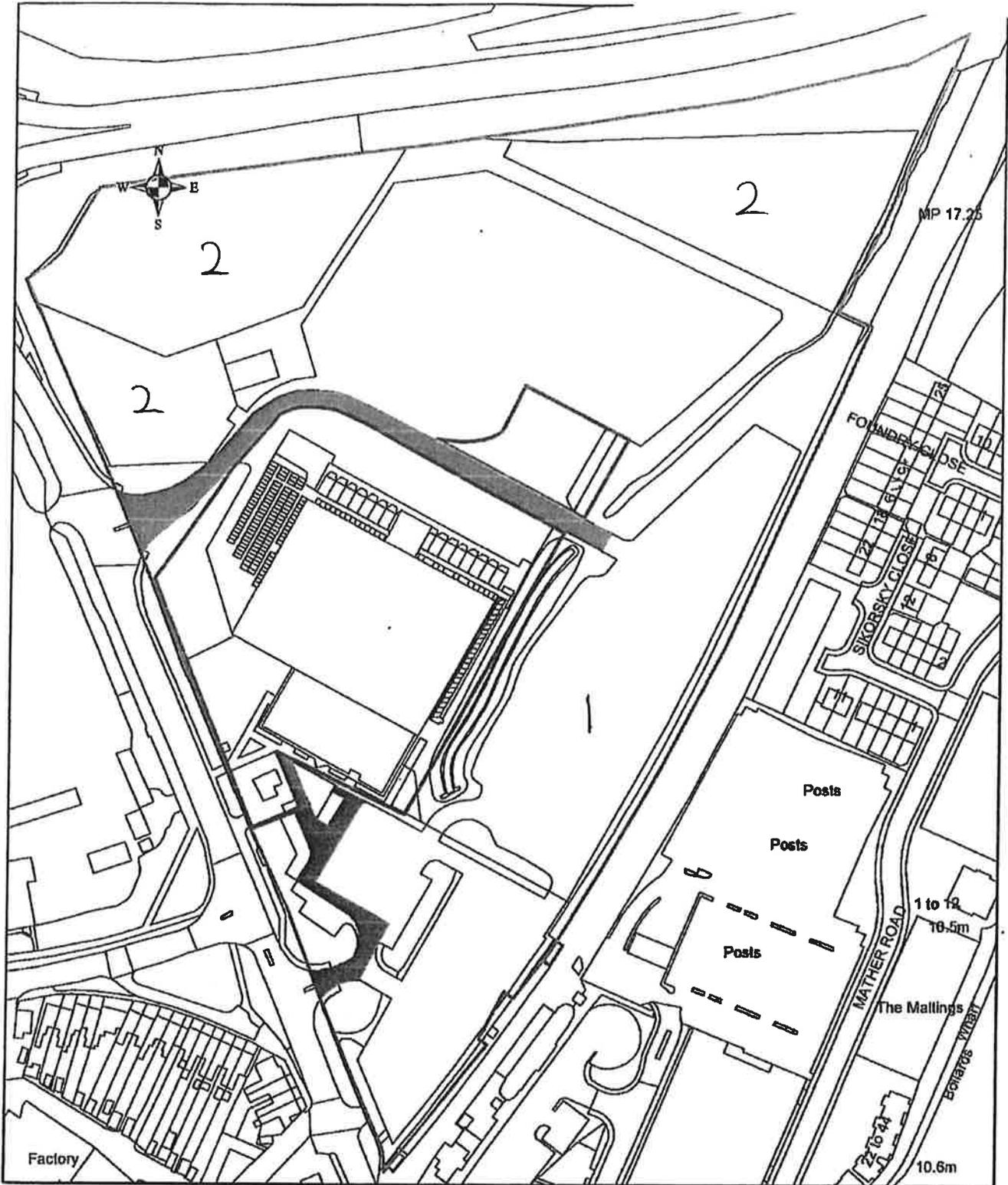
Background Papers

Nil

For further information please contact Ian Harrison on Ext 5720

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# Estates Section



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### PLAN 1

## Live Stock Market Newark on Trent



**NEWARK &  
SHERWOOD**  
DISTRICT COUNCIL

Date: AUGUST 2009

Grid Ref: SK <Double click to insert>

Scale: 1:2,000