



Lorry Drivers' Facilities

12-month Action Plan interim update

April 2026



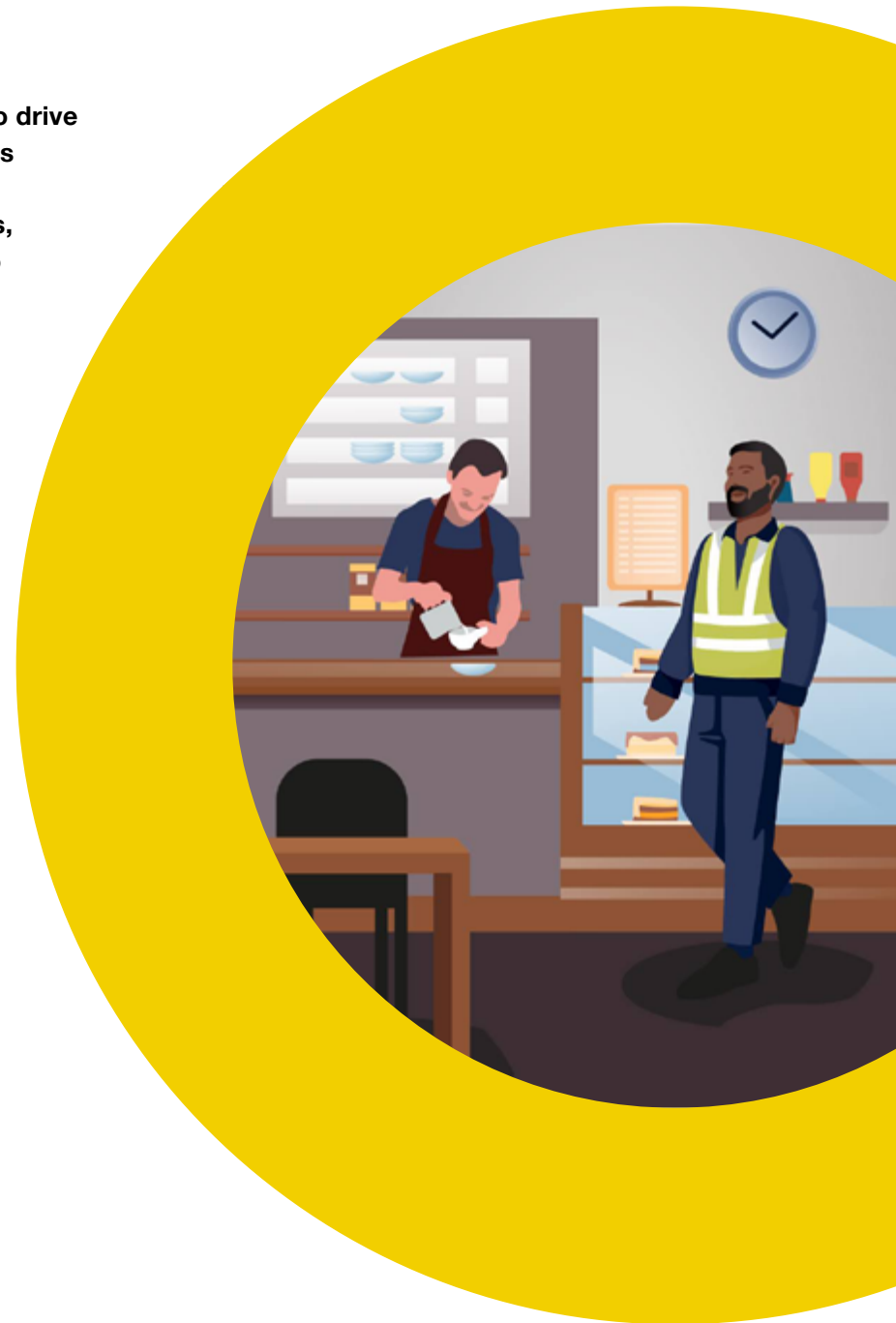
Our 12-month action plan published in June 2025 set out a targeted programme to drive improvements in the quality, availability and security of lorry driver facilities across England. Building on the issues identified through our research and industry roundtable – where stakeholders reaffirmed the need for more consistent facilities, increased parking capacity and improved safety and security – this plan sought to turn shared ambition into tangible progress.

Alongside delivering our wider programme of research, engagement and campaigning, Transport Focus has monitored delivery against the commitments made by the organisations responsible for each action. Through regular engagement with these leads, we have gathered updates on progress.

This publication sets out the developments delivered to date, such as increased parking capacity, improved welfare facilities, enhanced security measures, and the deployment of spatial mapping tools that provide a clearer picture of existing rest-stop provision across the SRN and help guide investment decisions. It also sets out where continued commitment and coordination will be required to sustain progress and achieve the outcomes drivers have consistently told us they need. The updates below cover the period June 2025 to February 2026.

At the end of the 12 month period each lead organisation will be asked to provide a clear and detailed breakdown of the tangible outcomes achieved so far, the barriers they are working to overcome, and the timelines for completing any remaining actions. We look forward to sharing updates from each lead as this work progresses.

This will allow us to assess progress collectively, identify further opportunities for joint working, and ensure the next phase of activity continues to deliver meaningful improvements for lorry drivers.



No.	Action area	Lead organisation	Action	Update
1	Matched funding / grants	Department for Transport	Subject to spending review, establish a budget for grants to improve lorry parking facilities. Collaborate with National Highways to ensure it facilitates enhancements at these facilities. The fund should be allocated to improve the overall quality of lorry parking facilities for drivers, focusing on parking capacity, security, showers, and toilets. Investments should be directed to areas with the greatest need, based on demand and mapping of current facilities, where market conditions do not support a viable business case.	There are currently no plans for any further rounds of funding through the Department for Transport's (DfT) HGV Parking and Driver Welfare Matched Funding Scheme. However, funding for targeted lorry parking improvements is planned, subject to confirmation of National Highways' Road Investment Strategy 3 (RIS3) settlement, although the level and scope of this funding are not yet known.
2	Mapping existing provision	National Highways	Map existing rest stop facilities across the Strategic Road Network, including both provision (e.g. numbers of parking spaces, numbers of showers, level of security) and quality. Use and share the map to articulate gaps and inform targeting of both government and commercial funding initiatives. Measure the impact of funding and showcase and celebrate successful investment.	<p>To understand strategic need, National Highways is undertaking regional lorry-parking studies to highlight where new facilities may be required. This includes assessing the quality and provision of current facilities across the network and identifying any gaps.</p> <p>National Highways is also using spatial mapping to visualise existing rest stops and the facilities available across the Strategic Road Network (SRN). This tool already allows them to overlay additional datasets, such as traffic flows and the locations of key trip generators. These combined datasets are being used to help prioritise the RIS3 programme of lorry parking improvements, although, as above, the level and scope of this funding have not yet been confirmed.</p> <p>In addition, National Highways is undertaking monitoring and evaluation of works delivered through the Lorry Parking Improvements Scheme. Initial results indicate that the improvements are being well received, and they expect to be able to provide more detailed findings in April.</p>

3	Planning guidance	Department for Transport	Update the DfT Circular 01/2022 to reinforce the importance of HGV parking facilities and monitor effectiveness of the policy. Further consideration should be given to publishing guidance as to how the Circular should be weighted in planning applications	<p>Whilst the Circular has not yet been updated, DfT have been working with the Ministry of Housing, Communities and Local Government (MHCLG) to further consider how planning reform can support the sector, including through any future updates to national planning policy and guidance, which would provide an opportunity for more nuanced detail to help empower local authorities to appropriately plan for freight and logistics. Strengthened policy on freight and logistics has been proposed in the recent consultation on the National Planning Policy Framework (NPPF) to improve the consideration of freight in the planning system. MHCLG launched the NPPF consultation in December 2025, which closed 10 March.</p> <p>DfT will shortly launch a new National Lorry Parking Survey, which will provide up-to-date and comprehensive evidence on the availability and quality of lorry parking in England. The survey's findings will inform policy development on HGV parking and welfare, as well as providing data to support planning applications for new facilities.</p> <p>An additional year long survey will also run from March 2026 to February 2027 across six regions to gather information on how parking demand changes at different times of the year.</p>
4	Engagement with logistics operators	Logistics UK, RHA, Unite the Union	Engage with logistics operators to share findings from the roundtable and aim to secure commitments to closer working in future. This should include how logistics operators can take a more active role in providing rest stop facilities (potentially through opening up access to their own sites/offering EHGV charging), their role in influencing drivers (e.g. increasing awareness of security risks, educating re welfare) and attendance at future working group or roundtables.	<p>Logistics UK have been actively engaging members and policymakers on the issue of rest and safe resting places for professional drivers. Logistics UK have held multiple roundtables, including sessions in the Scottish Parliament, at their National Road Council, and during Regional Member Meetings, to discuss the latest findings from the Transport Focus report and the continued challenges facing drivers on the road network. Logistics UK have also carried out media activity to raise public and political awareness of the urgent need for improved facilities.</p> <p>As part of this work, Logistics UK are exploring and highlighting the clear link between access to suitable facilities and driver health and wellbeing.</p>

To support the workforce more broadly, Logistics UK have recently launched THRIVE, their new mental health and wellbeing website. THRIVE signposts trusted resources on sleep, nutrition, fitness, workplace wellbeing and positive lifestyle habits, offering support for everyone in logistics, from drivers to warehouse teams and office staff. You can access THRIVE at: logistics.org.uk/thrive

In addition to raising awareness, Logistics UK are exploring the practical ways that their members can support one another, particularly through the sharing of facilities. While this model may not be suitable for all, especially those working with dangerous goods, Logistics UK are encouraged by the willingness of their members to consider collaborative approaches that enhance driver welfare and operational resilience. While these plans are still being discussed, Logistics UK are hopeful their members will support one another in this way.

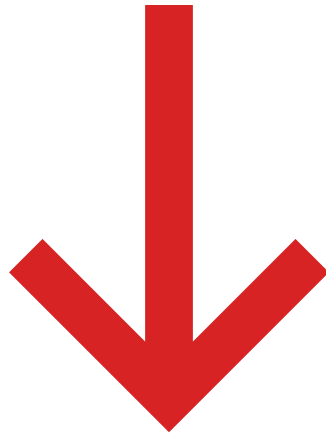
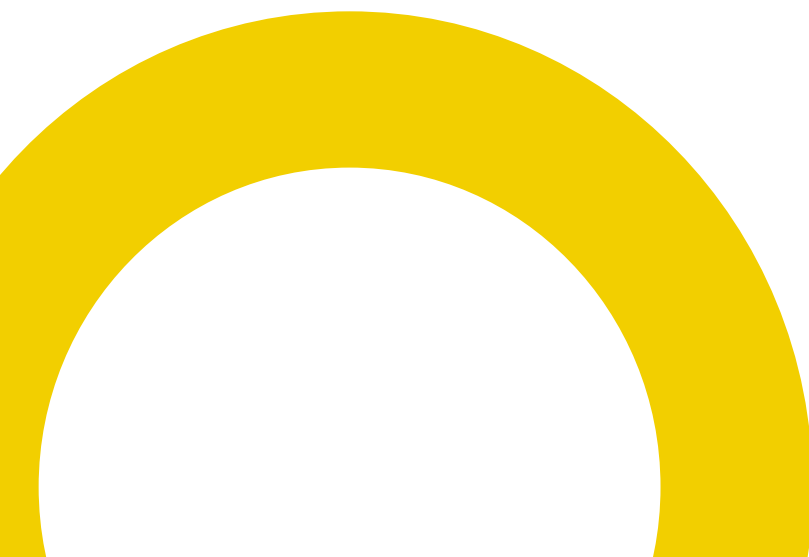
Logistics UK have also been working closely with their members and organisations such as TAPA and NaVCIS, alongside the My Truck Stop App and the Motorway Buddy app to highlight the issue of freight crime and the need for driver facility improvements. Logistics UK support Rachel Taylor MP's Freight Crime Bill and are pleased to see increasing awareness among their members of the security risks and welfare implications associated with inadequate facilities.

RHA have shared Transport Focus work with their members through both their Comms team and Area Managers. They have also reinvigorated their Crime and Security Forum to inform, debate and develop awareness of security and best practice while transporting goods. RHA are also making enquiries as to the potential for members to offer their sites as depot parking, gather intel on their use of the Plug-In Grant and offering the chance to be included in future discussions on improving facilities.

5	Maximising existing space	Site operators (Motorway Service Areas, Truckstops and 'A' road)	Review existing space and explore possibility of creating additional parking, showers and toilets and improved security. Share examples of successful retrofitting with Department for Transport, National Highways and other operators to promote best practice.	<p>Roadchef has delivered new security and capacity enhancements, including advanced AI powered security systems across eight HGV parks. These provide continuous surveillance, intelligent alerts and reduce reliance on physical patrols. The systems can be redeployed to high risk locations, improving visibility, response times and the efficiency of existing camera infrastructure. Roadchef has also progressed plans to expand the Maidstone HGV park, supported by National Highways funding to add 49 HGV spaces.</p> <p>Extra has introduced 'dynamic parking' at several service areas, reallocating underused spaces during quieter periods to increase HGV capacity without permanent infrastructure changes. This approach can double capacity at some sites. During the reporting period, 75 new spaces were delivered at Peterborough, with a further 15 due at Cobham in 2026. Plans to secure land for more than 200 long term spaces at Cambridge are advancing. Extra has opened EHGV charging facilities at Baldock, with six points installed and six more being added at Leeds. Refurbishments to showers and welfare facilities at Beaconsfield, Baldock, Cambridge and Blackburn were completed within the reporting window. The new Warrington Motorway Service Area (MSA) remains under construction for completion in 2027.</p> <p>Formula reported no new changes to space utilisation, stating that existing capacity is already maximised, though expanding overall parking stock remains an ongoing priority.</p> <p>Welcome Break commissioned a specialist assessment to identify opportunities for additional HGV spaces; however, site and planning constraints meant no further capacity could be created—consistent with findings from a similar review seven years ago. Capacity has increased through two new sites at Rotherham and Hickling, providing 90 HGV spaces. Through National Highways Designated Funds, Welcome Break have delivered improvements to welfare and security facilities, including new showers, upgraded lighting, 3 metre palisade fencing, and fully monitored CCTV across all sites. Five outdoor gyms have also been installed.</p>
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6	Raise profile of the issue	Transport Focus	Raise and maintain the profile of the issue with media, politicians and other stakeholders. Coordinate a group of communications leads from interested organisations to co-ordinate activity and share resources and intelligence.	<p>Transport Focus has continued to raise and maintain the profile of driver facilities issues with media, politicians and industry stakeholders. Over the reporting period, Transport Focus has engaged regularly with all members of the action plan working group and used its channels to highlight the ongoing challenges faced by drivers, including limited parking capacity, freight crime, under representation of women and concerns about personal safety.</p> <p>Transport Focus has secured support from Rachel Taylor MP, Chair of the APPG on Freight, and shared evidence with the Transport Select Committee and senior figures across government and the wider transport sector. It has also promoted findings from its research through a sustained social media presence, working with partners to share insights, driver testimony, survey results and infographics.</p> <p>Since August, Transport Focus has coordinated activity with communications leads from National Highways, SNAP, NaVCIS and Logistics UK to broaden the reach of this messaging and ensure consistent communication across organisations.</p>

				<p>This collaboration has helped amplify awareness of the issues and maintain momentum across the sector.</p> <p>In addition to this ongoing activity, Transport Focus marked the publication of the year two survey results with a press release and supported the generation of coverage across trade and industry media. Transport Focus is scheduled to participate in several industry podcasts to further highlight the experiences of drivers and the need for continued improvement in facilities.</p>
7	Security awareness and training	DB Schenker, TAPA, British Parking Association and NaVCIS	Launch educational initiatives, to help drivers assess and minimise risks. This could cover topics such as identifying secure sites and understanding crime hotspots. Promote simple good practices, like parking trailers side-by-side to prevent unauthorised access.	Partners have continued to make positive progress through a wide ranging programme of engagement and awareness raising with operators, transport managers and the wider industry, helping to ensure key security information is shared through established briefing channels. Partners are encouraged to explore how security guidance can be delivered more directly to drivers, and to consider what dedicated initiatives might best support them.





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Transport Focus is the operating name of the Passengers' Council