



Freight Transport Association

COMMERCIAL VEHICLE DRIVER'S REST FACILITIES CHARTER

With the number of commercial vehicles operating on UK roads, with all operators seeking high levels of vehicle utilisation, and above all the need for HGV driving to be an attractive and respected profession, it is vital that there are sufficient acceptable facilities for drivers to take their breaks and rest periods, as required by regulations.

The provision of adequate stopping places provides benefits for drivers, operators, the community and the economy as a whole.

The proper provision and use of facilities is a shared responsibility – between the service area providers, public and highway authorities, and industry. Drivers and operators also have a part to play in ensuring facilities are used correctly and respectfully.

The conditions in this Charter show what is expected from all sides to ensure that the needs of those who keep Britain supplied with goods everyday are met.

Central Government / road authorities

When government publishes plans for investment in the roads network and identifies proposed new routes, that programme must make provision for HGV driver facilities on the motorway and trunk road network.

Government guidance in the *Design Manual for Roads and Bridges, the Location and Layout of lay-bys and rest areas* must be adhered to when new infrastructure is planned - avoiding loss of layby provision or rest facilities. Road authorities, together with the Department for Transport must ensure that there is no further loss of overall capacity and then progressively a gain as roads develop. They must also ensure that it is spaced at reasonable intervals as set out in the design manual.

Service area and truck park operators

It is important to encourage drivers and operators to use rest facilities and truck parks and not use layby provision for longer stops. Facilities and prices offered vary considerably which can act as a disincentive. The facilities and capabilities provided should include:

- space to park and manoeuvre HGVs combinations for length and width, including longer vehicles up to 18.75 metres (FTA's *Designing for Deliveries* guide recommends design standards)
- toilets and washing facilities, including showers for men and women which are regularly cleaned and inspected
- catering with value for money and healthy options menus
- fuel availability
- security for vehicle and load with lighting and camera monitoring
- reasonable and consistent parking fees for longer stay (over two hours) with payment systems that are suited to company expenditure options (remote and credit card payments)

Operators of distribution centres / delivery sites

Receivers of deliveries must play their part in the overall provision of basic facilities, and recognise that the Workplace Health, Safety and Welfare Regulations, regulations 20 and 21, together with the associated guidance, require “sufficient toilet and washing facilities should be provided to allow everyone at work to use them without unreasonable delay”.

All distribution centres should review their provision for visiting drivers to ensure that it meets this minimum provision.

It is recognised that in some cases some form of site induction is necessary which can be time consuming – operators should look to see what options fit with the possibilities on their sites.

Final delivery points (eg shops, worksites) should provide access to staff toilet facilities as far as safety and security considerations allow – policies should be actively reviewed against this test.

Local authorities

Local authorities should not reduce parking for goods vehicles on roads around industrial sites – subject to traffic flow and access not being impeded. There should be the provision of at least short term parking in the area for goods vehicles with accompanied loads.

In any new developments, sufficient provision of HGV rest areas must be a requirement of planning permission.

The planning system should be used to prevent any existing rest sites in urban areas being removed from use.

Drivers

HGV drivers must treat all sites they are given access to with care and respect. Drivers must not litter or foul public places, or park illegally for the purposes of rest. In return, they have the right to expect provision of or access to proper facilities as outlined above.