

Highways Agency: Spatial Planning Framework Review of Strategic Road Network Service Areas

East Midlands

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Appendix A Trunk Road Service Area Location Maps

Appendix B Site Location Plans of Trunk Road Service Areas

1 Introduction

- 1.1 The Highways Agency (HA) has commissioned the undertaking of a study into the provision of service areas on Trunk Roads and Motorways in the East Midlands region.
- 1.2 The report will present the findings of the study of provision of service areas on the Trunk Road Network in the East Midlands, followed by the results of the gap study of Motorway Service Areas in the East Midlands. The Trunk Road Network and Motorway Network combined comprise the Strategic Road Network, which is the road network under control of the Highways Agency.
- 1.3 Circular 1/2008 (the Circular) sets out the policy for the provision of service areas on the Strategic Road Network and the HA's role in relation to these facilities. The Circular supersedes previous guidance provided in Circular 1/94, Circular 4/94 and the Motorway Service Areas [MSA] policy statement 1998.
- 1.4 This report is presented in two parts: Part A examines the provision of service areas along Trunk Roads in the East Midlands and comprises the following:
 - Identification of the location of service areas along the Trunk Road Network
 - Identification at each facility whether parking, refuelling, accommodation and refreshments are available, and therefore identify whether the area meets the requirements for signing
 - Identification whether signing is provided at each location
 - Provision of recommendations to upgrade the service areas on the routes to ensure that the route meets the requirements of the Circular.
- 1.5 Part B is a gap analysis of service areas on the Motorway Network in the East Midlands and comprises the following:
 - Identification of the location of MSAs along the Motorway Network
 - Determination of the separation of MSAs and identification of any gaps in provision
 - Provision of recommendations to address provision issues along the Motorway Network.

Scope of the Report

- 1.6 The scope of the report will be as follows:
 - Section 2 contains the methodology for the Trunk Road study
 - Section 3 contains the methodology for the MSA study

Results

Part A – Identification of Signed Service Areas on the Trunk Road Network

- Section 4 identifies the Trunk Road Service Areas within the region
- Section 5 provides the results of the Trunk Road Service Areas studied
- Section 6 presents the conclusions of the Trunk Road Study.
- Section 7 provides recommendations for service area provision along the Trunk Road Network

Part B – Identification of Motorway Service Areas

- Section 8 identifies the Motorway Network and MSAs within the region
- Section 9 presents the results of the MSA gap study
- Section 10 presents conclusions and recommendations

Appendices

- Appendix A contains maps identifying service areas on the Trunk Road Network
- Appendix B shows the site location plans of each identified Trunk Road service area

2 Trunk Road Service Area Methodology

2.1 The Trunk Road Network is comprised of the parts of the Strategic Road Network that are not designated as Motorway.

2.2 Frequent rest areas are required to ensure motorists can take breaks at appropriate points on their journeys, thereby increasing motorist's comfort and reducing the risk of accidents related to tiredness, fatigue etc. The sections of the Circular that are most relevant to the Trunk Road Network include:

"The maximum distance that any drivers should have to travel without the availability of fuel refreshments, toilets and parking...signed service areas should be sited at distances approximately 30 minutes or 14 miles (Whichever is lesser)" [paragraph 139]

2.3 Generally this threshold translates to a value of 14 miles based on the assumption that average travel speeds on the Trunk Road Network are greater than 28 miles per hour.

2.4 The Circular also specifies the HA's obligations in relation to the provision of service areas and states that:

"The HA will seek to identify stretches of trunk road network where there is a clear road safety need for Trunk Road Service Areas" [paragraph 141]

2.5 In order to be signed from the Trunk Road Network the service area must provide the following facilities:

- Fuel
- Refreshments
- Seating
- Parking
- Toilets
- Baby-change facilities
- Cash operated telephone
- Trailer Parking

[paragraph 141]

2.6 There are additional requirements in relation to factors such as opening hours, equality legislation and competition between providers that have not been specifically considered within this study.

2.7 The initial scope for this work required the identification and survey of signed service areas. However when undertaking the surveys it became apparent that many service areas identified in a desktop study were unsigned, therefore the work has evolved to include detail of unsigned service areas.

2.8 This study identifies the location of existing service areas, whether they have facilities that meet the requirements (of the Circular) to be signed from the Trunk Road, and whether they are signed. The report then identifies where there are locations on the Trunk Road Network that do not have signed service areas (that provide facilities that meet the requirements of the Circular) at least every 14 miles and provides recommendations for upgrades that would achieve the requirements of the Circular.

2.9 **Table 2.1** displays the Trunk Roads located within the East Midlands

Table 2.1: Summary of Trunk Roads in the East Midlands

Region	Trunk Road	Start Point	Finish Point	Distance (Miles)
East Midlands	A1	A1(M)	East of England Border	60
	A5	West Midlands Border	South East Border	29.6
	A6	Leicester Ring Road	M1	2.5
	A14	M1	East of England Border	32.8
	A38	M1	West Midlands Border	23.6
	A42	M42	A453	15
	A43	M1	South East Border	20
	A45	A14	M1	24
	A46	Lincoln	M1	55.8
	A50	West Midlands Border	M1	24.2
	A52	A5111	A1	36.3
	A453	M1	A52	12.6
	A628	North West Border	Yorkshire & Humber Border	8.9
	A5111	A6	A38	6.2

Desktop Survey

- 2.10 As there was no existing database providing a complete list of existing Trunk Road Service Areas, a desktop study was undertaken to identify service area locations along each road corridor. The desktop survey used online aerial mapping sources to identify the location of service areas on the route network. This work reduced the likelihood of missing service areas when undertaking the site surveys and also reduced the time required to survey the sites.
- 2.11 Information was collated into tabular forms for each corridor including the following details:
- Site Name
 - Grid Reference Co-ordinates
 - Distance from start of corridor
 - Access arrangements – both directions or one direction.

Road Network Survey

- 2.12 Having identified the locations of service areas, a survey of the Trunk Road Network was carried out between January and April 2009. The service area survey method was refined following a pilot survey and discussion with the HA project manager.
- 2.13 The full survey was undertaken to identify the facilities provided at the site and whether the service area is signed from the road, bearing in mind paragraph 143 of the Circular. The provision of the following at each service area was identified:
- Petrol Station (on or easily accessible to site)
 - Refreshments
 - Parking
 - Overnight Accommodation
- 2.14 The provision of refreshments was assessed based on the site observations. A “Yes” for refreshments available was recorded where tables and chairs were obviously present and/or the service area signing specified that refreshments were provided.
- 2.15 Toilets and parent/carer facilities have not been specifically surveyed, but it would be reasonable to assume that where refreshments are provided these other facilities are likely to also be provided in most cases.
- 2.16 The provision of cash operated telephones has not been surveyed.
- 2.17 It should be noted that some of the above information was also gathered in the desktop survey, but was validated on the site surveys.
- 2.18 There are numerous shopping areas, supermarkets and other destinations located on the Trunk Road Network. These have not been included within the surveys. Where a supermarket express type store makes up part of a service area, these have been included within the surveys.

2.19 The methodology undertaken for the surveys was as follows:

- Survey teams of two enumerators surveyed the 352 miles of Trunk Road Network.
- Sign contents were recorded using digital camcorders fixed to car windscreens (this removed the need to stop on the live carriageway, but required additional data processing)
- Sign locations were identified manually and noted on a record sheet stating service area name, facilities, GPS location (using a GPS logger) and time (to ensure the service station can be found on the corresponding videos)
- Additionally automatic GPS tracker journey time units were utilised. This allowed validation of the routes surveyed.

2.20 The information collected from the desktop study and the Trunk Road Network survey has been collated to provide a comprehensive list of the signed and unsigned service areas, their locations, distances apart and the facilities provided. The information has been presented in Section 3.2 for each of the corridors identified earlier in Table 1.1.

2.21 A description of the headings used in the corridor tables is provided in **Table 2.2**

Table 2.2: Description of Service Area Table Headings

Column number	Heading	Description
1	Reference Number	Used to reference the service area to other parts of the report.
2	Service Area Name	Allows the service area to be identified on the ground.
3	Distance from Start Point (Miles)	Shows the distance in miles from the corridor start point. This enables the distances between service areas to be calculated. Distances have been measured in Google Earth Pro for which a corporate licence is held.

4	Accessibility	Which direction of traffic can access the service area? Both directions / Northbound / Southbound / Eastbound / Westbound.
5	Parking	If there are less than 5 spaces then no. Otherwise number of spaces available, broken down into Lights / HGVs if HGV parking is available.
6	Petrol	Is Fuel available. Yes or No.
7	Refreshments	Does the service area have tables and seats for a minimum of 8 people and/or is it signed as providing refreshments?
8	Accommodation	Does the service area contain over night facilities?
9	Signed as Services	Is the service area signposted from the Trunk Road Network (Official Highways Agency Signs only) Yes or No.
10	Service area compliance with Circular 1/2008	Analysis of the facilities and signing compliance with the circular (Explained in Table 2-2 below)

2.22 The facilities and signing provision has been analysed based on compliance with the requirements of the Circular. This analysis has been simplified into several compliance statuses' outline in **Table 2.3** below.

Table 2.3: Service area compliance with Circular 1/2008 conditions Key

Conditions	Response in Service are Compliance with Circular 1/2008 (Column 11)
If Columns 6, 7, 8, 9 are not all Yes the service area does not meet service station standard for facilities	Not service station standard
If Columns 6, 7, 8, 9 are all Yes , and Column 10 is Yes , Signing (and facilities) meet requirements	Signing meets requirements
If Columns 6, 7, 8, 9 are all Yes , and Column 10 is No , facilities meet requirements but signing is required	Services may qualify for signing
If column L is both, 6, 7, 8, 9 are all Yes, and Column 10 is NB/SB/EB/WB only, facilities meet requirements but signing is required in one direction	Services may qualify for signing in one direction

3 Motorway Service Area Study Methodology

- 3.1 Circular 1/2008 (the Circular) sets out the policy for the provision of MSAs and the HA's role in relation to these facilities. The Circular supersedes previous guidance provided in Circular 1/94, Circular 4/94 and the MSA policy statement 1998.
- 3.2 MSAs perform an important road safety function by providing the opportunities for travellers to stop and take a break in the course of their journey. The Circular states that:
- “motorists should stop and take a break of at least twenty minutes every two hours. Drivers of heavy goods vehicles (HGVs) are subject to a regime of statutory breaks, and such facilities offer the opportunity for this.” [paragraph 6]*
- 3.3 Historically the spacing of MSAs has been every 30 miles based on drivers being offered the opportunity to stop roughly every 30 minutes. However, on congested parts of the network the travel time between MSAs can exceed 30 minutes. Furthermore, HGVs fitted with 56mph speed limiters have a maximum range over 30 minutes of 28 miles. Therefore any new applications for MSAs should be based upon a spacing of 28 miles or 30 minutes drive from the previous MSA, whichever is the lesser.
- 3.4 The Circular also specifies the HA's obligations in relation to the provision of service areas and states that:
- “The Highways Agency will provide input into Local Development Frameworks, assisting Local Authorities to consider whether there is sufficient provision of roadside facilities on the Strategic Road Network” [paragraph 28]*
- 3.5 The following analysis provides the evidence base from which the HA can provide input into the Local Development Framework to identify the existing gaps in provision.
- 3.6 In order to identify priority locations, a distance of 40 miles or greater has been defined to represent a gap between MSAs at which the HA would consider informing a local authority of the potential need for a new MSA to be included in the Local Development Framework.
- 3.7 In order to be signed from the Motorway Network the MSA must provide the following facilities:
- Free parking for up to two hours for all vehicles
 - Free toilets and hand washing facilities for all users with no obligation to make a purchase
 - Parent/carer and child facilities containing baby-changing amenities
 - Access to a signed, free, private breast-feeding area
 - A free picnic area
 - Cash operated telephone
 - Fuel
 - Snacks and hot drinks
 - Free children's play area

[paragraph 68]

- 3.8 There are additional requirements in relation to factors such as opening hours, access from the surrounding highway network, equality legislation and competition between providers that have not been specifically considered within this study. MSAs should be intended to be for the sole use of those using the Motorway and should not become a destination in their own right.
- 3.9 There is no official database of service areas available therefore it was necessary to perform a desktop study in order to identify the locations of such sites on the Motorway Network.
- 3.10 The desktop study used online aerial mapping sources to identify the locations of service areas on the Motorway Network. The information was then cross-referenced with conventional mapping to establish the names of the MSAs. Thus a comprehensive list of MSAs in the East Midlands has been produced. As an additional check, information was cross-referenced with unofficial internet based guides to motorway service areas – motorwayservices.info and motorwayservicesonline.co.uk.
- 3.11 Each MSA was selected with the distance to the nearest MSAs in all directions measured using GIS software. Where there is no other MSA between the selected site and the terminus of the Motorway Network, the distance to the terminus of the Motorway Network has been recorded.
- 3.12 When the motorway network leaves the East Midlands region, the distance to the next MSA along the route has also been recorded.
- 3.13 Distances between MSAs were recorded in the form of a matrix with separation of over 40 miles being highlighted as an issue for further consideration.
- 3.14 Maps displaying the location of MSAs and the Motorway Network were produced using Manifold to accompany the results matrix and display the information visually. The maps display the Motorway Network and the name and location of MSAs.

Assumptions

- 3.15 No information has been collected regarding the facilities present at each MSA as this element of this study is primarily concerned with the distances between service areas. The assumption has been made that the services are signed from the Motorway and are of sufficient standard.
- 3.16 In general, distances have been measured from the Motorway mainline at a point deemed to be the 'centre' of the MSA. If service stations are not directly opposite each other a point half way between them is utilised instead. Where services are standalone or located at a junction the distance taken is to the entrance to the car parking area.
- 3.17 For simplicity it has been assumed that the distance between two MSAs is the same regardless of direction of travel.
- 3.18 All distances have been rounded to the nearest mile.

Part A – Identification of Signed Service Areas on the Trunk Road Network

Part A – Identification of Signed Service Areas on the Trunk Road Network East Midlands Trunk Road Service Areas Survey Area

4.1 The area surveyed is shown in **Figure 4.1**. The roads surveyed are shown in **Table 4.1**

Figure 4.1: East Midlands Trunk Road Network

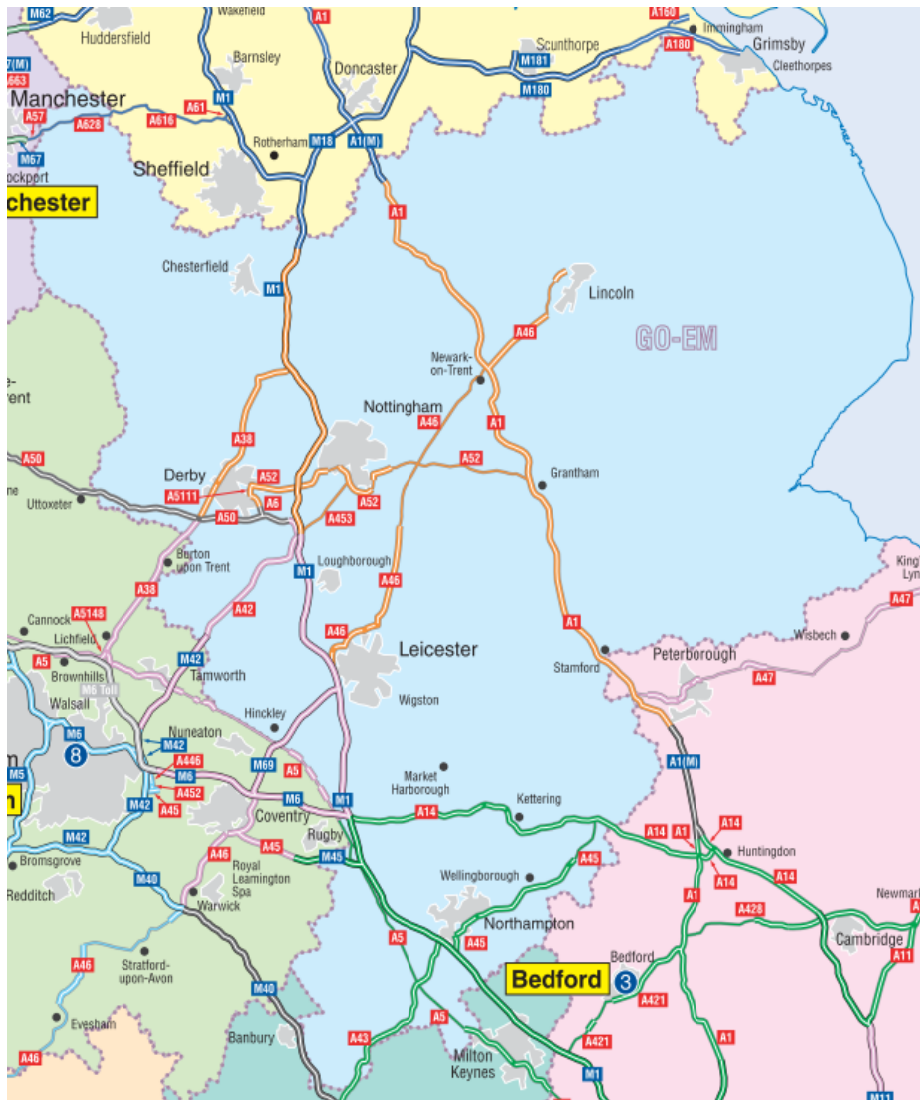


Table 4.1: East Midlands Trunk Roads

Trunk Road	Start Point	Finish Point	Distance (Miles)
A1	A1(M)	East of England Border	60.0
A5	West Midlands Border	South East Border	29.6
A14	M1	East of England Border	32.8
A38	M1	West Midlands Border	23.6
A42	M42	A453	15.0
A43	M1	South East Border	23.2
A45	A14	M1	24.0
A46	Lincoln	M1	55.8
A50	West Midlands Border	M1	24.2
A52	A5111	A1	36.3
A453	M1	A52	12.6
A628	North West Border	Yorkshire & Humber Border	8.9
Total Distance (Miles)			347

Results of the East Midlands Surveys

Table 4.2: Results for A1

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A46-1	BP, Damons Restaurant and Damons Hotel	5	Both	20 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A46-2	TCS Thorpe on the Hill Service Station	7.3	Both	75 Lights	Yes	Yes	No	Yes	not service station standard
A46-3	Travelodge Leicester thrussington	10.6	Both	Yes	No	Yes	Yes	No	not service station standard
A46-4	The Friendly Farmer and Total Petrol	16	Southbound	75 Lights	Yes	Yes	No	Yes	not service station standard
A46-5	Premier Inn and Interchange Filling Station	16.4	Both	Yes	Yes	Yes	Yes	No	services may qualify for signing
A46-6	L W Fuels	21.4	Both	No	Yes	No	No	No	not service station standard
A46-7	Murco Service Station & Car Colston Service Station	27.7	Both	No	Yes	No	No	No	not service station standard

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A1-8	Gonerby Moor Services	38.1	Both	125 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A1-9	Great Ponton Services	44.9	Northbound	No	Yes	No	No	Yes	not service station standard
A1-10	Venue.co.uk with BP	46.6	Northbound	33 Lights	Yes	Yes	No	Yes	not service station standard
A1-11	MOTO Colsterworth	49.2	Both	110 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A1-12	Ram Jam Inn	54.2	Northbound	55 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A1-13	Tickencote Services	59.2	Northbound	28 Lights	Yes	Yes	No	Yes	not service station standard

Table 4.3: Results for A5

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A5-1	Premier Travel Inn & Freeways Motor	10.5	Both	No	Yes	No	No	No	not service station standard
A5-2	Stowe Hill Garage	11	Both	No	Yes	No	No	No	not service station standard

Table 4.4: Results for A14

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A14-1	Rothwell Lodge Service Station	17	Both	35 lights	Yes	Yes	No	Yes	not service station standard
A14-2	Premier Inn - Kettering	18.61	Both	Yes	No	Yes	Yes	No	not service station standard
A14-3	Kettering West Travelodge and Service Area	21	Westbound	60 lights	Yes	Yes	Yes	Yes	signing meets requirements
A14-4	Kettering Service Area	21.2	Eastbound	35 lights	Yes	Yes	No	Yes	not service station standard
A14-5	Kettering Thrapston	30	Both	100 lights	Yes	Yes	Yes	Yes	signing meets requirements
A14-6	Thrapston Services	42.5	Both	135 lights	Yes	Yes	Yes	Yes	signing meets requirements

Table 4.5: Results for A38

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh ment	Accom-odation	Signed	Signing should be provided as meets requirements
A38-1	Swanwick Service Area	3.3	Both	100	Yes	Yes	Yes	Yes	signing meets requirements
A38-2	Little Chef	13.3	Both	36	No	Yes	No	No	not service station standard
A38-3	Mackworth Service Station	16.1	Both	76	Yes	Yes	No	No	not service station standard
A38-4	Derby with Burton Services	21.3	Both	301	Yes	Yes	Yes	Yes	signing meets requirements
A38-5	Brobot Petroleum Ltd NB	22.2	Both	11 Lights	Yes	Yes	No	Yes	not service station standard
A38-6	Brobot Petroleum Ltd SB	22.2	Both	50 Lights	Yes	Yes	No	Yes	not service station standard

Table 4.6: Results for A42

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A42-1	Donington Park Mwssa and Travelodge Nottingham EM Airport Donington Park	15	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements
A42-2	Tamworth Services	0	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements

Table 4.7: Results for A43

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh ment	Accom-od-ation	Signed	Signing should be provided as meets requirements
A43-1	Rotherscope Services	0	Both	200 Lights	Yes	Yes	No	Yes	not service station standard
A43-2	Towcester Services	6.6	Both	120 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A43-3	Buddies Services	6.8	Southbound	48 Lights	Yes	Yes	No	No	not service station standard
A43-4	Premier Inn	11.6	Both	125 Lights	No	No	Yes	No	not service station standard
A43-5	Brackely Connect and BP Station	15.6	Both	8 Lights	Yes	No	No	Yes	not service station standard
A43-6	Baynards Green Service Station	22.6	Both	18 Lights	Yes	No	No	Yes	not service station standard
A43-7	Cherwell Valley Services, Travelodge	23.2	Both	250 Lights	Yes	Yes	Yes	Yes	signing meets requirements

Table 4.8: Results for A45

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Accessibility	Parking Spaces	Petrol Station	Refreshment	Accommodation	Signed	Signing should be provided as meets requirements
A45-1	Thrapston Services	0	Both	135 lights	Yes	Yes	Yes	Yes	signing meets requirements
A45-2	Raunds Connect	2.9	Both	39 Lights	Yes	Yes	No	Yes	not service station standard
A45-3	Snax 24 Rushden	8.2	Northbound	85 Lights	Yes	Yes	Yes	Yes	signing meets requirements
A45-4	BP Station and Snax 24-Wellingborough	10.4	Southbound	No	Yes	No	No	Yes	not service station standard
A45-5	Esso Garage and Nene Valley Service Station(North)	16.5	Northbound	45 Lights	Yes	Yes	No	Yes	not service station standard
A45-6	Nene Valley Service Station(South)	16.6	Southbound	No	Yes	No	No	Yes	not service station standard
A45-7	Shell Petrol and Dominos Take-away	22.9	Northbound	35 Lights	Yes	Yes	No	Yes	not service station standard
A45-8	Buddies USA and BP Petrol	23.5	Southbound	No	Yes	Yes	No	Yes	not service station standard
A45-9	Express By Holiday Inn Northampton and Harvester	24	Both	160 Lights	No	Yes	Yes	No	not service station standard

Table 4.9: Results for A453

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A453-1	Clifton Service Station	6.3	Both	No	Yes	No	No	No	not service station standard

Table 4.10: Results for A46

A46-2	TCS Thorpe on the Hill Service Station	7.3	Both	75 Lights	Yes	Yes	No	Yes	not service station standard
A46-3	Travelodge Leicester thrussington	10.6	Both	Yes	No	Yes	Yes	No	not service station standard
A46-4	The Friendly Farmer and Total Petrol	16	Southbound	75 Lights	Yes	Yes	No	Yes	not service station standard
A46-5	Premier Inn and Interchange Filling Station	16.4	Both	Yes	Yes	Yes	Yes	No	services may qualify for signing
A46-6	L W Fuels	21.4	Both	No	Yes	No	No	No	not service station standard
A46-7	Murco Service Station & Car Colston Service Station	27.7	Both	No	Yes	No	No	No	not service station standard
1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A46-8	Saxondale	29.6	Both	No	Yes	Yes	No	No	not service station standard

2	3	4	5	6	7	8	9	10	
Name	DIST from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh ment	Accom-modation	Signed	Signing should be provided as meets requirements	
Saxondale	29.6	Both	No	Yes	Yes	No	No	not service station standard	468723.4
Fosseway Garage	32.2	Both	Yes	Yes	Yes	No	No	not service station standard	466739.5
Thrussington Service Station	43.8	Northbound	Yes	Yes	Yes	No	No	not service station standard	463558.0
Little Chef and Travelodge Lodge	44.2	Southbound	Yes	Yes	Yes	Yes	No	services may qualify for signing	463453.6
Leicester North Services	49.5	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements	459144.5

Table 4.11: Results for A50

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A50-1	Derby with Burton Services	12.4	Both	301	Yes	Yes	Yes	Yes	signing meets requirements
A50-2	A50 Welcome Break Derby Eastbound	21	Eastbound	Yes	Yes	Yes	No	Yes	not service station standard
A50-3	A50 Welcome Break Derby Westbound	21.2	Westbound	Yes	Yes	Yes	Yes	Yes	signing meets requirements

Table 4.12: Results for A52

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refresh-ment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A52-1	Shell UK Ltd	1.7	Eastbound	No	Yes	Yes	No	No	not service station standard
A52-2	Toton Lane Service Station	6.85	Eastbound	No	Yes	No	No	No	not service station standard
A52-3	Priory and Shell	9.43	Both	No	Yes	Yes	No	No	not service station standard
A52-4	Gamston	17	Eastbound	No	Yes	No	No	No	not service station standard
A52-5	Pierrepoint Filling Station	18.7	Eastbound	No	Yes	No	No	No	not service station standard
A52-6	Saxondale	23.13	Both	No	Yes	No	No	No	not service station standard
A52-7	King's Service Station	25.2	Both	No	Yes	No	No	No	not service station standard

5 Summary of Results

- 5.1 There are 21 service areas on the East Midlands Trunk Road Network that contain adequate facilities to qualify for signing from the adjacent highway, as specified in the DfT Circular 1/2008. Of these service areas, 19 are signed and 2 are unsigned.
- 5.2 Most service areas in the East Midlands that provide all of the facilities to require signing are signed (90% of service areas with facilities that meet the standard).
- 5.3 Only 53% of all service areas that were surveyed in the East Midlands provide a full range of facilities to meet the requirements of the Circular.
- 5.4 Where routes are less than 14 miles no recommendations have been made for additional service areas. But where there are service areas provided on routes less than 14 miles comments have been provided on their compliance with the Circular for facilities and signing. Routes less than 14 miles are shown in **Table 5.1**.

Table 5.1: Routes less than 14 miles

Trunk Road	Start Point	Finish Point	Distance (Miles)	Service Stations
A453	M1	A52	12.6	Yes
A628	North West Border	Yorkshire & Humber Border	8.9	No
A6	M1	Leicester	2.5	No
A5111	A6	A38	4.6	No

5.5 Compliance with the desirable maximum distance between signed service areas criteria set out in the Circular is summarised in **Table 5.2**.

Table 5.2: Signpost Criteria Summary

Trunk Road	Start Point	Finish Point	Distance (Miles)	Criteria Met	
				NB/EB	SB/WB
A1	A1(M)	East of England Border	60	✗	✗
A5	West Midlands Border	East Midlands Border	29.6	✗	✗
A14	M1	East of England Border	32.8	✗	✗
A38	M1	West Midlands Border	24	✗	✗
A42	M42	A453	15	✗	✗
A43	M1	M40	23.2	✗	✗
A45	A14	M1	24.0	✗	✗
A46	Lincoln	M1	55.8	✗	✗
A50	West Midlands Border	M1	24.2	✓	✓
A52	A5111	A1	36.3	✗	✗
A453	M1	A52/A453	12.6	N/A	N/A
A628	North West Border	Yorkshire and Humber Border	9	N/A	N/A

6 Recommendations

- 6.1 As outlined above, there are two main requirements that are relevant within the Circular:
- Signed service areas should be located every 14 miles on Trunk Roads
 - Service areas should only be signed if they provide adequate facilities
- 6.2 Each route has been analysed and recommendations identified that will bring the route up to the standards required by the circular.
- 6.3 The recommendations attempt to identify the minimum number of service areas that will need to be upgraded to meet standards, which is not necessarily the lowest cost option.
- 6.4 The following recommendations have been made:
- **None** – the service area meets the standards and is sign posted
 - **May qualify for signing** – the service area meets the standard, but is not sign posted
 - **None or upgrade** – the service area does not meet the standards and is not sign posted. Upgrading facilities at this location would meet (and exceed) the requirements for less than 14 miles between services on the route (subject to overall route considerations)
 - **Upgrade & sign** – the nearest signed services that meet the circular standard are more than 14 miles apart, upgrading this service area (and providing signing to it) will meet the minimum 14 mile distance between service areas
 - **Upgrade** –The existing service area does not meet the standards required for signing to the service area, therefore the service area should be upgraded. Upgrading facilities at this location would meet (and exceed) the requirements for less than 14 miles between services on the route (subject to overall route considerations).
 - **X mile route with no signed service areas that meet standards** – upgrade and provide signing and/or provide access in both directions to some of these service areas to meet standards
 - **Make accessible to traffic in both directions and upgrade to signed service area standards** – an existing service area only has access in one direction. The distance requirements can be met for the opposite direction by providing access
 - **Make accessible to traffic in both directions** - as above, but no upgrade required
 - Site specific recommendations have been made in some cases
- 6.5 The recommendations are subject to overall route considerations – changes to the provision of facilities at one location may affect the distances between compliant service areas and affect the need for additional service areas.
- 6.6 The recommendations are outlined in **Table 6-1** to **Table 6-11**:

Table 6.1: A1 Corridor recommendations

Reference Number	Name	Recommendations
A1-1	Moto Byth	Upgrade
A1-2	Joey's Diner	Upgrade
A1-3	Markham Moor Service Station	None
A1-4	OK Diner	Upgrade
A1-5	Muskham Services Northbound	Upgrade & Sign
A1-6	Muskham Services Southbound	Upgrade & Sign
A1-7	Foston Services	Make accessible to traffic in both directions and upgrade to signed service area standards
A1-8	Gonerby Moor Services	None
A1-9	Great Ponton Services	Upgrade
A1-10	Venue.co.uk with BP	Upgrade
A1-11	MOTO Colsterworth	None
A1-12	Ram Jam Inn	None
A1-13	Tickenote Services	Upgrade

Table 6.2: A5 Corridor recommendations

Reference Number	Name	Recommendations
A5-1	Premier Travel Inn & Freeways Motor	29.6 mile route with no signed service areas that meet standards.
A5-2	Stowe Hill Garage	Additional service areas required after A5-2 in order to meet 14 miles between services on route criteria.

Table 6.3: A14 Corridor recommendations

Reference Number	Name	Recommendations
A14-1	Rothwell Lodge Service Station	Either: <ol style="list-style-type: none"> 1. Upgrade A14-1 facilities and remove A14-4 signs; or 2. Upgrade A14-2 facilities and remove signs for A14-1 and A14-4; or 3. Make A14-3 accessible to traffic in both directions and remove signs for A14-1 and A14-4; or 4. Upgrade facilities at A14-4, make A14-4 accessible to traffic in both directions and remove signs for A14-1 Additional service station required before A14-1 in order to meet 14 miles between services on route criteria.
A14-2	Premier Inn - Kettering	
A14-3	Kettering West Travelodge and Service Area	
A14-4	Kettering Service Area	
A14-5	Kettering Thrapston	None

Table 6.4: A38 Corridor recommendations

Reference Number	Name	Recommendations
A38-1	Swanwick Service Area	None
A38-2	Little Chef	Either: 1. Upgrade A38-2 facilities; or 2. Upgrade A38-3 facilities
A38-3	Mackworth Service Station	
A38-4	Derby with Burton Services	None
A38-5	Brobot Petroleum Ltd NB	Upgrade
A38-6	Brobot Petroleum Ltd SB	Upgrade

Table 6.5: A42 Corridor recommendations

Reference Number	Name	Recommendations
A42-1	Donington Park Mwssa and Travelodge Nottingham EM Airport Donington Park	None
A42-2	Tamworth Services	

Table 6.6: A43 Corridor recommendations

Reference Number	Name	Recommendations
A43-1	Rotherscope Services	Upgrade
A43-2	Towcester Services	None
A43-3	Buddies Services	None or upgrade
A43-4	Premier Inn	Either: 1. Upgrade A43-4 facilities, include signing and remove signs for A43-5; or 2. Upgrade A43-5 facilities
A43-5	Brackely Connect and BP Station	
A43-6	Baynards Green Service Station	Upgrade
A43-7	Cherwell Valley Services, Travelodge	None

Table 6.7: A54 Corridor recommendations

Reference Number	Name	Recommendations
A45-1	Thrapston Services	None
A45-2	Raunds Connect	Upgrade
A45-3	Snax 24 Rushden	Either: 1. Make A45-3 accessible from both directions; or 2. Upgrade A45-4 facilities
A45-4	BP Station and Snax 24- Wellingborough	
A45-5	Esso Garage and Nene Valley Service Station(North)	Either: 1. Upgrade the facilities at both service stations; or 2. Make either A45-5 or A45-6 accessible from both directions, upgrade the facilities at this site and remove signs for the other site.
A45-6	Nene Valley Service Station(South)	
A45-7	Shell Petrol and Dominos Take- away	Upgrade
A45-8	Buddies USA and BP Petrol	Upgrade
A45-9	Express By Holiday Inn Northampton and Harvester	None or upgrade

Table 6.8: A46 Corridor recommendations

Reference Number	Name	Recommendations
A46-1	BP, Damons Restaurant and Damons Hotel	None
A46-2	TCS Thorpe on the Hill Service Station	Upgrade
A46-3	Travelodge Leicester thrussington	None or upgrade
A46-4	The Friendly Farmer and Total Petrol	Upgrade
A46-5	Premier Inn and Interchange Filling Station	May qualify for signing
A46-6	L W Fuels	Upgrade facilities at either A46-6, A46-7 or A46-8
A46-7	Murco Service Station & Car Colston Service Station	
A46-8	Saxondale	
A46-9	Fosseway Garage	Upgrade & Sign
A46-10	Thrussington Service Station	Either: 1. Upgrade A46-10; or 2. Make A46-11 accessible to traffic from both directions
A46-11	Little Chef and Travelodge Lodge	
A46-12	Leicester North Services	None

Table 6.9: A50 Corridor recommendations

Reference Number	Name	Recommendations
A50-1	Derby with Burton Services	None
A50-2	A50 Welcome Break Derby Eastbound	Either: 1. Upgrade A50-2; or 2. Make A50-3 accessible to traffic from both directions and remove signing for A50-2
A50-3	A50 Welcome Break Derby Westbound	

Table 6.10: A52 Corridor recommendations

Reference Number	Name	Recommendations
A52-1	Shell UK Ltd	36.3 mile route with no signed service areas that meet standards.
A52-2	Toton Lane Service Station	
A52-3	Priory and Shell	It is possible to meet the criteria by only upgrading the facilities at A52-3 and A52-6.
A52-4	Gamston	
A52-5	Pierrepoint Filling Station	
A52-6	Saxondale	Alternatives to this recommendation would require upgrading at least three service areas along the route and making these sites accessible to traffic from both directions.
A52-7	King's Service Station	

Table 6.11: A453 Corridor recommendations

Reference Number	Name	Recommendations
A453-1	Clifton Service Station	Upgrade & Sign

7 Conclusion

7.1 This report has not considered in any detail the type of signing provided at each service area. The formal service area signing (as outlined in annex A of the circular) specifies the facilities provided at the service areas using commonly recognised symbols. Further work could be undertaken to ensure that the signing itself complies with the requirements of the Circular.

Survey requirements

7.2 There were several facilities required by the Circular at signed service areas that were not specifically surveyed, these included:

- Toilets [Paragraph 143]
- parent/carer facilities [Paragraph 143]
- cash operated telephones [Paragraph 143]
- Parking for trailers/caravans [Paragraph 143]
- Provision of hot food [Paragraph 143]
- Opening hours [Paragraph 142]
- Compliance with equality legislation [Paragraph 142]
- Maximum number of adjoining premises [Paragraph 142]
- Access arrangements [Paragraph 142]

7.3 Future work could seek to identify the provision of these facilities at service areas to ensure that all service areas that are signposted are fully compliant with all of the policies within the Circular.

Highways Agency Message

7.4 The Highways Agency tag line is: Safe Roads, Reliable Journeys, Informed travellers. Therefore it is important that travellers are clear that signing to a service area implies that a minimum level of facilities (as set out in the circular) is provided. For that reason, where the required facilities are not provided the services should not be signed from the Trunk Road Network.

The need for new service areas

7.5 The Circular specifies that the Highways Agency will seek to identify stretches of the Trunk Road Network where there is a clear road safety need for a TRSA and will provide LPAs and developers with this information” [Paragraph 141]. The circular also specifies that the Highways Agency will assist LPAs to identify the need to provide additional roadside facilities or service areas in the preparation of spatial strategies [Paragraph 29]. Where the distance between compliant service areas is more than 14 miles there is likely to be a safety need for new service areas and this need should be identified to LPAs and developers.

7.6 This report has not considered any of the safety aspects relating to the provision of service areas on the Trunk Road Network. Future work should consider any existing safety issues on the network in comparison with the sections of Trunk Road with inadequate provision of service areas outlined in the recommendations section. This may help to prioritise areas where future service areas should be developed.

Part B – Identification of Motorway Service Areas

Part B – Identification of Motorway Service Areas

8 Identification of the Motorway Network and MSAs

- 8.1 The primary Motorway located in the East Midlands is the M1 which runs north-south from the South East Region to the Yorkshire and Humber Region. The M6 starts from the M1 and continues for a short distance before entering the West Midlands region. Other, shorter motorways are the M69 and M45.
- 8.2 **Table 8.1** shows the Motorways studied in the East Midlands region:

Table 8.1: Summary of Motorways in the East Midlands

Trunk Road	Start Point	Finish Point
M1	South East Border	Yorks & Humber Border
M69	M6	M1
M45	West Midlands Border	M1
M6	West Midlands Border	M1

- 8.3 The East Midlands contains six MSAs all of which are located along the M1.
- 8.4 **Figure 8.1** displays the Motorway network and MSAs located in the East Midlands.

East Midlands Region MSA Locations

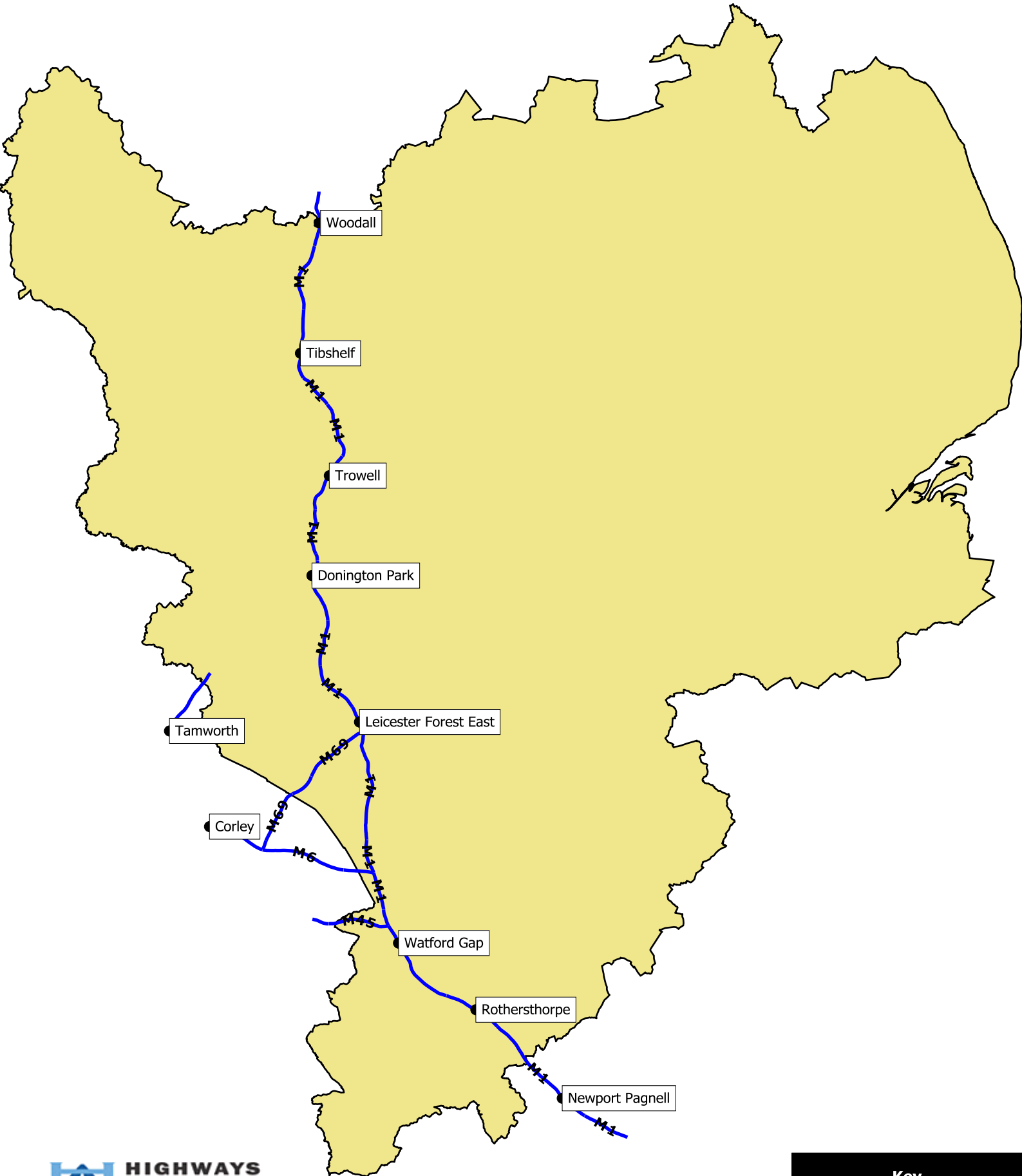


Figure 8.1

Key	
	East Midlands Region
	MSA Name
	Motorway Service Area

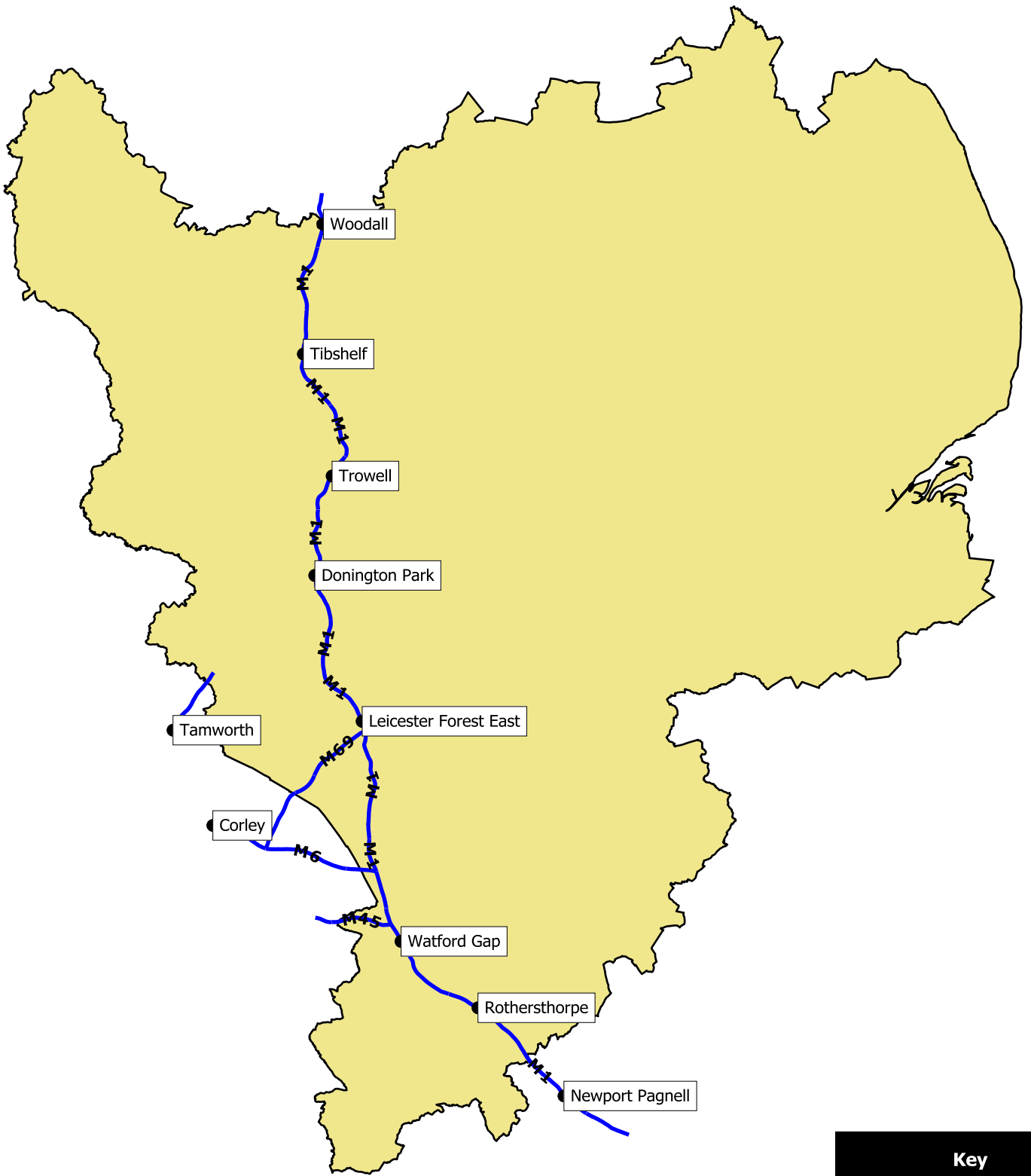
9 Results – Motorway Service Areas

- 9.1 **Table 9.1** overleaf displays the matrix showing the distances between MSAs in the East Midlands.
- 9.2 The matrix is read by selecting an MSA in the far left column. The distance to the nearest MSAs (listed along the top) are recorded in the matrix itself.
- 9.3 Distances less than 40 miles are coloured green with distances greater than 40 miles coloured red. Those distances coloured green are deemed to be acceptable separations for MSAs. It is the distances coloured red which will be subject to some further analysis.
- 9.4 **Figure 9.1** is a map displaying the Motorway Network within the East Midlands and the MSAs located within the region.




Table 9.1: Matrix Displaying MSA Separation in the East Midlands

Motorway Service Area	Government Office Region	Corley	Donington Park	Leicester Forest East	Newport Pagnell	Rothersthorpe	Tibshelf	Trowell	Watford Gap	Woodall
Corley	West Midlands	#		23					25	
Donington Park	East Midlands		#	17				11		
Leicester Forest East	East Midlands	23	17	#					23	
Newport Pagnell	South East				#	18				
Rothersthorpe	East Midlands				18	#			11	
Tibshelf	East Midlands						#	15		15
Trowell	East Midlands		11				15	#		
Watford Gap	East Midlands	25		23		11			#	
Woodall	Yorkshire and North East						15			#

East Midlands Region Map Distance between MSA's



Key

-  East Midlands Region
-  MSA Name
-  Motorway Service Area

Motorway

Distance between MSA



-  > 40 Miles
-  < 40 Miles

Figure 9.1

10 Conclusions and Recommendations

- 10.1 The Motorway Network in the East Midlands primarily consists of the M1 with sections of the M6, M69 and M45. Of these roads, only the M1 has MSAs along its length, of which there are six.
- 10.2 The data collected for MSAs in the East Midlands show that all service stations are separated by less than 40 miles.
- 10.3 The largest separation is 25 miles between Watford Gap and Corley Services, located in the West Midlands. The largest separation of MSAs that are both located within the East Midlands is between Leicester Forest East and Watford Gap at 23 miles.
- 10.4 All distances separating MSAs in the East Midlands are less than 40 miles and less than the 28 miles recommended by the Circular and it can be concluded that MSA provision in the region is fully compliant with Highways Agency policy.

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