

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

North East

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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 North East region.
- 1.2 The report will present the findings of the study of provision of service areas on the Trunk Road Network in the North East, followed by the results of the gap study of Motorway Service Areas in the North East. 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 North East 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 North East and comprises the following:
 - Identification of the location of MSAs along the Motorway Network
 - Determination of the separation of MSAs
 - 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 Motorway Study

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 the MSAs
- Section 9 presents the results of the Motorway Service Area 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 North East

Table 2.1: Summary of Trunk Roads in the North East

Region	Trunk Road	Start Point	Finish Point	Distance (Miles)
North East	A1	Scottish Border	A1 (M)	74.8
	A19	A1	Yorkshire & Humber Border	49.9
	A66 (1)	North West Border	Yorkshire & Humber Border	13.3
	A66 (2)	A66(M)	A19	15.4
	A69	North West Border	A1	39.2
	A174	A19	A1053	7.1
	A184	A194(M)	A19	1.7
	A696	A1	Newcastle Border	3
	A1053	A174	A66	1.2

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 Roads. 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 206 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 on the Motorway 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 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 service area 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 SRN 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 North East has been produced. As an additional check, information was cross-referenced with unofficial internet based guides to MSAs – 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 North East 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 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 North East 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: North East Trunk Road Network



Table 4.1: North East Trunk Roads

Trunk Road	Start Point	Finish Point	Distance (Miles)
A1	Scottish Border	A1 (M)	74.8
A19	A1	Yorkshire & Humber Border	49.9
A66 (1)	North West Border	Yorkshire & Humber Border	13.3
A66 (2)	A66(M)	A19	15.4
A69	North West Border	A1	39.2
A174	A19	A1053	7.1
A184	A194(M)	A19	1.7
A696	A1	Newcastle Border	3.0
A1053	A174	A66	1.2
Total Distance (Miles)			205

Results of the North East 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-odation	Signed	Signing should be provided as meets requirements
A1-1	Shell Berwick Northern Gateway & Travelodge Berwick-upon Tweed	1.7	Both	41 Spaces	Yes	Yes	Yes	Yes	signing meets requirements
A1-2	Lindersfame Service Station	12.1	Both	No	Yes	No	No	Yes	not service station standard
A1-3	J W Davidson & Sons and Purdy Lodge	21	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements
A1-4	Willowtree Service Station	33.8	Both	No	Yes	Yes	No	Yes	not service station standard
A1-5	Farmway Ltd	49.8	Both	No	Yes	No	No	No	not service station standard
A1-6	Stannington Service Station	54.5	Both	No	Yes	Yes	No	Yes	not service station standard
A1-7	TCS Seaton Burn Service Station & Holiday Inn	59	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements

Table 4.3: Results for A19

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
A19-1	TCS Seaton Burn Service Station & Holiday Inn	0	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements
A19-2	Moor Farm Roundabout	2.3	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements
A19-3	W Eves & Co(Petrol) & Premier Inn	5.6	Both	Yes	Yes	Yes	Yes	No	services may qualify for signing
A19-4	Premier Inn	14.5	Both	Yes	No	Yes	Yes	No	not service station standard
A19-5	Easington East & West	23.9	Both	No	Yes	No	No	No	not service station standard
A19-6	Ron Perry & Sons	35.3	Both	Yes	Yes	No	No	Yes	not service station standard
A19-7	Wynyard Park Service Area & Holiday Inn Stockton-on Tees	37.2	Both	Yes	Yes	Yes	Yes	Yes	signing meets requirements
A19-8	Beck Valley Service Station	39.8	Both	No	Yes	No	No	No	not service station standard
A19-9	Stockton - Teeside Shopping Park	41.7	Both	200 spaces	Yes	Yes	No	No	not service station standard

Table 4.4: Results for A66

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
A66(2)-1	Morton Park Service Station & Premier Inn	3.9	Both	Yes	Yes	Yes	Yes	No	services may qualify for signing
A66(2)-2	Supermart Darlington	7.4	Eastbound	Yes	Yes	Yes	No	No	not service station standard
A66(2)-3	Stockton Filling Station	12.5	Both	No	Yes	No	No	No	not service station standard

Table 4.5: Results for A69

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
A69-1	Henshaw Garage	10.1	Both	No	Yes	No	No	No	not service station standard
A696-1	Premier Inn	3.6	Both	Yes	No	Yes	Yes	No	not service station standard

5 Summary of Results

- 5.1 There are 8 service areas on the North East 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, 6 are signed and 2 are unsigned. The remaining 13 service areas in this region are identified as having insufficient facilities to meet the signing requirements.
- 5.2 Most service areas in the North East that provide all of the facilities to require signing are signed (75% of service areas with facilities that meet the standard).
- 5.3 There are more service areas that do not provide a full selection of facilities to meet the requirements of the Circular than those that do provide sufficient facilities (62%)
- 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
A66 (1)	North West Border	Yorkshire & Humber Border	13.3	No
A174	A19	A1053	7.1	No
A184	A194(M)	A19	1.7	No
A696	A1	Newcastle Border	3	Yes
A1053	A174	A66	1.2	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)	Service Stations
A66 (1)	North West Border	Yorkshire & Humber Border	13.3	No
A174	A19	A1053	7.1	No
A184	A194(M)	A19	1.7	No
A696	A1	Newcastle Border	3	Yes
A1053	A174	A66	1.2	No

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 signing should either be removed or the service area should be upgraded. Removing signing would leave sufficient signed service areas on the route to meet the standards required by Circular 1/2008. 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 6.9**.

Table 6.1: A1 Corridor recommendations

Reference Number	Name	Recommendations
A1-1	Shell Berwick Northern Gateway & Travelodge Berwick-upon Tweed	None
A1-2	Lindisfarne Service Station	Upgrade & Sign
A1-3	J W Davidson & Sons and Purdy Lodge	None
A1-4	Willowtree Service Station	Upgrade & Sign. Additional service areas required between A1-4 and A1-5 in order to meet 14 miles between services on route criteria.
A1-5	Farmway Ltd	Upgrade & Sign
A1-6	Stannington Service Station	Upgrade
A1-7	TCS Seaton Burn Service Station & Holiday Inn	None. Additional service area required after A1-7 in order to meet 14 miles between services on route criteria.

Table 6.2: A19 Corridor recommendations

Reference Number	Name	Recommendations
A19-1	TCS Seaton Burn Service Station & Holiday Inn	None
A19-2	Moor Farm Roundabout	None
A19-3	W Eves & Co(Petrol) & Premier Inn	May qualify for signing
A19-4	Premier Inn	Upgrade & Sign
A19-5	Easington East & West	Upgrade & Sign
A19-6	Ron Perry & Sons	Upgrade
A19-7	Wynyard Park Service Area & Holiday Inn Stockton-on Tees	None
A19-8	Beck Valley Service Station	Upgrade
A19-9	Stockton - Teeside Shopping Park	Upgrade

Table 6.3: A66 (1) Corridor recommendations

13.3 mile route with no service areas. However, corridor is less than 14 miles and additional services are not required.

Table 6.4: A66 (2) Corridor recommendations

Reference Number	Name	Recommendations
A66(2)-1	Morton Park Service Station & Premier Inn	May qualify for signing
A66(2)-2	Supermart Darlington	None or upgrade
A66(2)-3	Stockton Filling Station	None or upgrade

Table 6.5: A69 Corridor recommendations

Reference Number	Name	Recommendations
A69-1	Henshaw Garage	39.2 mile route with no signed service areas that meet standards. Additional service areas required after A69-1 in order to meet 14 miles between services on route criteria.

Table 6.6: A174 Corridor recommendations

7.1 mile route with no service areas. However, corridor is less than 14 miles and additional services are not required.

Table 6.7: A184 Corridor recommendations

1.7 mile route with no service areas. However, corridor is less than 14 miles and additional services are not required.

Table 6.8: A696 Corridor recommendations

Reference Number	Name	Recommendations
A696-1	Premier Inn	

Table 6.9: A1053 Corridor recommendations

1.2 mile route with no service areas. However, corridor is less than 14 miles and additional services are not required.

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) are provided. For that reason, where the required facilities are not provided the services should not be signed from the Trunk Road Network.

7.5 Currently it is likely that many travellers and service area providers are not aware of the policies relating to the signing of service areas and therefore some publicity and marketing may be required to inform people of the standards to be expected of service areas. In fairness to existing business, there should be a period of notice to service area providers to allow them an opportunity to upgrade their facilities before their signing is removed.

7.6 When considering whether to remove signing to sub-standard service areas, a consistent approach should be adopted throughout the country and some consideration should be given to the consistency of service area provision in the rest of the UK. This will ensure that a constant message is provided to travellers.

The need for new service areas

- 7.7 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.
- 7.8 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 Motorway Network in the North East is almost exclusively A1(M) running from the Yorkshire and Humber to Gateshead. The A194(M) is a spur from the A1(M) running towards the Tyne Tunnel and the A66(M) is a short spur from the A1(M) to meet the A66 at Darlington.

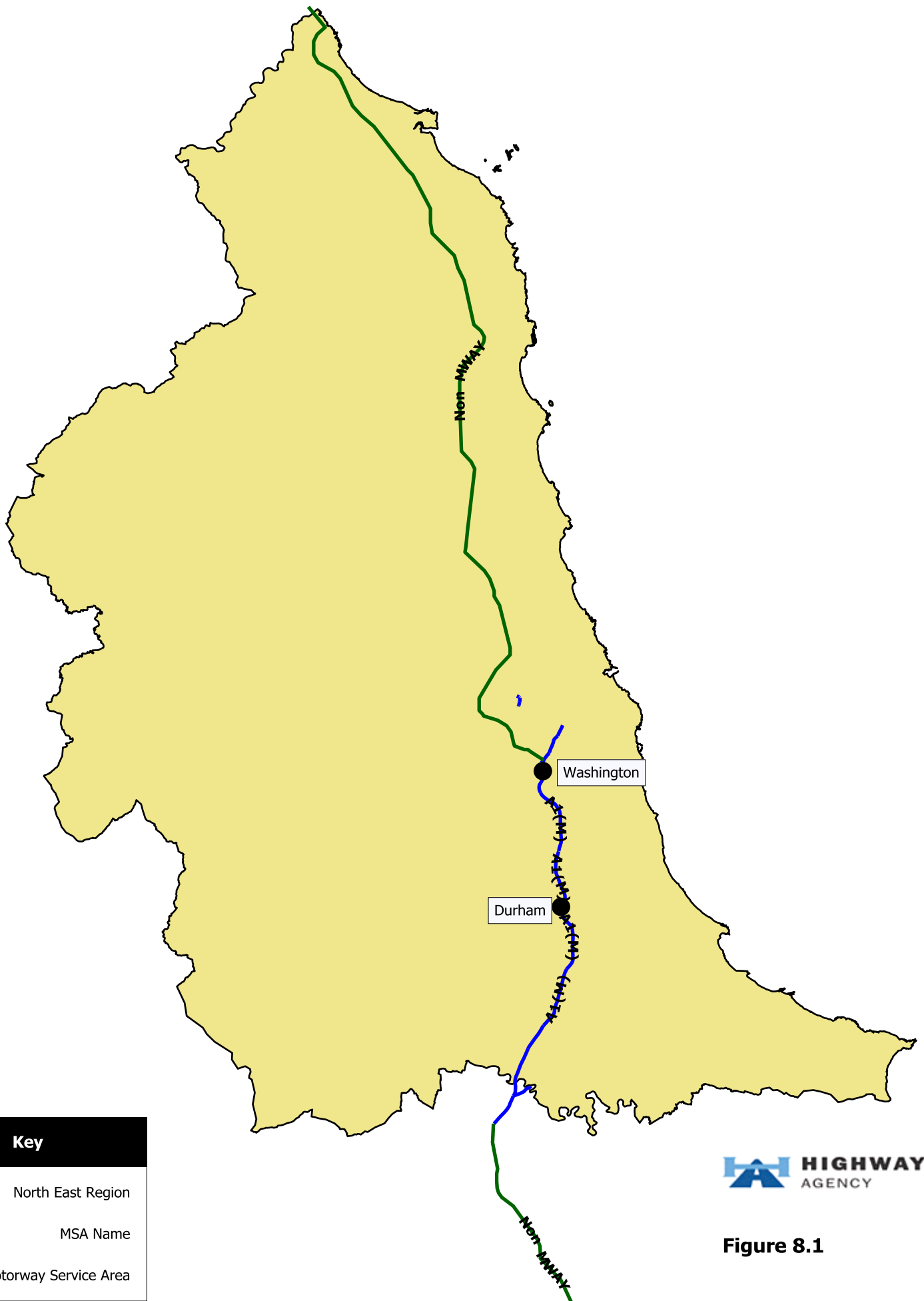
8.2 **Table 8.1** shows the Motorways studied in the North East region and the MSAs located on each route,

Table 8.1: Summary of Motorways in the North East

Trunk Road	Start Point	Finish Point
A1(M)	Yorkshire & Humber Border	Washington
A194(M)	A1(M)	Tyne Tunnel
A66(M)	A1(M)	Darlington

8.3 The North East region contains two MSAs – Washington and Durham – both on the A1(M). **Figure 8.1** presents the locations of the MSAs along with a plan of the Motorway Network of the North East.

North East Region MSA Locations



Key

 North East Region

 MSA Name

 Motorway Service Area

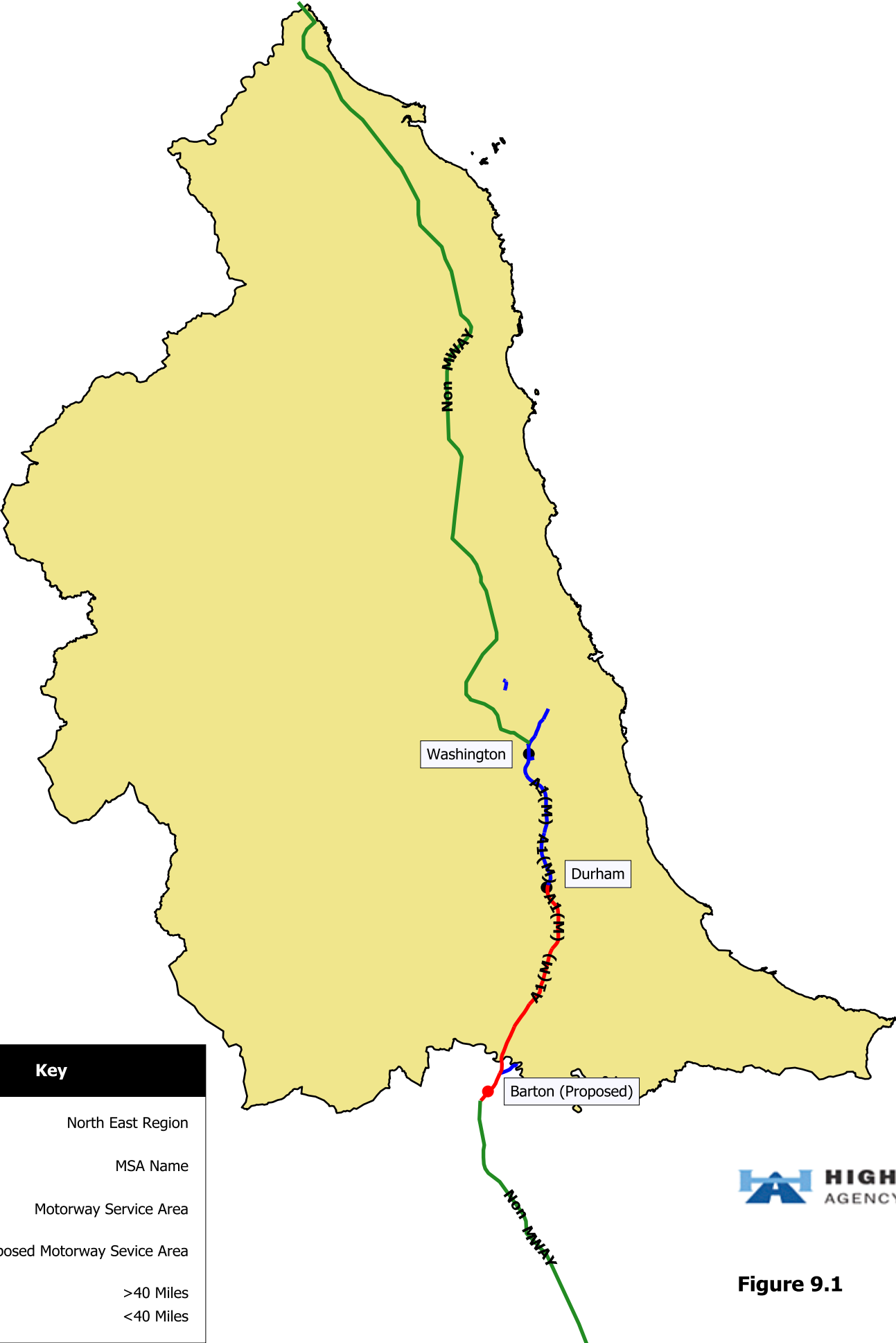
9 Results – Motorway Service Areas

- 9.1 **Table 9.1** overleaf displays the matrix showing the distances between MSAs in the North East.
- 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 Strategic Road Network within the North East and the MSAs located within the region. The distances which are coloured red in the **Table 9.1** are highlighted in red.

Table 9.1: Matrix Displaying MSA Separation in the North East

Motorway Service Area	Government Office Region	Durham	Terminus of A194(M) (Tyne Tunnel)	Terminus of A66(M) (Darlington)	Washington	Wetherby
Durham	North East	#			13	63
Terminus of A194(M) (Tyne Tunnel)	North East		#		5	
Terminus of A66(M) (Darlington)	North East			#		41
Washington	North East	13	5		#	
Wetherby	North East	63		41		#

North East Region Map Distance between MSA's



Key	
	North East Region
	MSA Name
	Motorway Service Area
	Proposed Motorway Service Area
	>40 Miles
	<40 Miles



Figure 9.1

10 Conclusions and Recommendations

- 10.1 **Figure 9.1** shows that distances between Wetherby Services to the South on the A1 (M) and Durham Services or the terminus off the A66 (M) are further than 40 miles apart. The matrix shows that these distances are 63 and 41 miles respectively which are above the threshold of 40 miles.
- 10.2 Despite being Non-Motorway at the present time, the A1 between Dishforth and Scotch Corner is to be upgraded to Motorway standard. Upon completion, there will be a separation of 63 miles between MSAs.
- 10.3 Elsewhere in the North East MSA provision is good with MSA separations of under 28 miles and therefore fully compliant with Highways Agency policy.

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