

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

## **North West**

### Document Control

<b>Document Title</b>	Review of Strategic Road Network Service Areas
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<b>Distribution</b>	
<b>Document Status</b>	FINAL

### Revision History

Version	Date	Description	Author
DRAFT	02/11/2009	First Draft	
DRAFT	27/09/2009	Final Draft	
FINAL	15/01/2010	Final	

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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 West 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 West, followed by the results of the gap study of Motorway Service Areas in the North West. The Trunk Road 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 The study was conducted in two parts: Part A examined the provision of service areas along Trunk Roads in the North West and comprised 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 West 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 MSAs in the region
- 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 Roads 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 Road network located within the North West.

**Table 2.1: Summary of Trunk Roads in the North West**

Region	Trunk Road	Start Point	Finish Point	Distance (Miles)
North West	A41-A550	M53	Welsh Border	7.3
	A55	M53	Welsh Border	11.3
	A56	M65	M66	9
	A57-A628	M67	East Midlands Border	2
	A590-A65	A595	Yorkshire & Humber Border	37.3
	A66	A596	North East Border	65
	A69	M6	North East Border	13.1
	A483	A55	Welsh Border	4.2
	A556	M56	M6	5.2
	A570	B5276	M58	11.4
	A585	A587	M55	11.6
	A595	Moss Side	A66	16.5
	A663	A627 (M)	M60	3.8
	A5013	M60	M56	1
	A5036	A595	M58	3.6
	A5117	A550	A41	1.6

## 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 204 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 <b>6, 7, 8, 9</b> are <b>not</b> all <b>Yes</b> the service area does not meet service station standard for facilities	Not service station standard
If Columns <b>6, 7, 8, 9</b> are all <b>Yes</b> , and Column <b>10</b> is <b>Yes</b> , Signing (and facilities) meet requirements	Signing meets requirements
If Columns <b>6, 7, 8, 9</b> are all <b>Yes</b> , and Column <b>10</b> is <b>No</b> , 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 service areas on Trunk Roads 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 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 located 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 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 North West has been produced. As an additional check, information was cross-referenced with unofficial internet based guides to MSAs – [motorwayservices.info](http://motorwayservices.info) and [motorwayservicesonline.co.uk](http://motorwayservicesonline.co.uk).
- 3.11 Each MSA was selected with the distance to the nearest MSAs in all directions measured using online mapping 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 West 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 West 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 West Trunk Road Network**



**Table 4.1: North West Trunk Roads**

Trunk Road	Start Point	Finish Point	Distance (Miles)
A41-A550	M53	Welsh Border	7.3
A55	M53	Welsh Border	11.3
A56	M65	M66	9.0
A57-A628	M67	East Midlands Border	2.0
A590-A65	A595	Yorkshire & Humber Border	37.3
A66	A596	North East Border	65.0
A69	M6	North East Border	13.1
A483	A55	Welsh Border	4.2
A556	M56	M6	5.2
A570	B5276	M58	11.4
A585	A587	M55	11.6
A595	Moss Side	A66	16.5
A663	A627 (M)	M60	3.8
A5013	M60	M56	1.0
A5036	A595	M58	3.6
A5117	A550	A41	1.6
<b>Total Distance (Miles):</b>			<b>203.75</b>

## Results of the North West Surveys

Table 4.2: Results for A55

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A55-1	Wrexham Road Filling Station & Holiday Inn Chester South	5.9	Both	Yes	Yes	Yes	Yes	No	services may qualify for signing

Table 4.3: Results for A56

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A56-1	Shell Rising Bridge	4.2	Both	Yes	Yes	Yes	No	Yes	not service station standard

**Table 4.4: Results for A57**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A57-1	Showground Self Service	0.2	Both	No	Yes	No	No	No	not service station standard
A57-2	Hyde Road Star Service Station	0.3	Both	No	Yes	No	No	No	not service station standard

**Table 4.5: Results for A65**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A65-1	Kirkby Motors	33	Both	27 lights	Yes	No	No	No	not service station standard

**Table 4.6: 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	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A66-1	Oakhurst Service Station	7.6	Both	Yes	Yes	No	No	No	not service station standard
A66-2	Crosswaite Service Station	20.5	Both	Yes	Yes	No	No	No	not service station standard
A66-3	Rheged Service Station	36.5	Both	Yes	No	Yes	No	Yes	not service station standard
A66-4	Kirkby Thore Filling Station	45.8	Both	No	Yes	No	No	No	not service station standard

**Table 4.7: 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	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A69-1	Corby Hills Garage	3	Both	No	Yes	No	No	No	not service station standard
A69-2	Low Row Service Station	11.4	Both	No	Yes	No	No	No	not service station standard

**Table 4.8: Results for A550**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A550-1	Hooton Service Station	0.4	Both	No	Yes	No	No	No	not service station standard
A550-2	Premier Inn	3.2	Both	Yes	No	Yes	Yes	No	not service station standard

**Table 4.9: Results for A556**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A556-1	Cheshireways Filling Station	2.9	Both	Yes	Yes	Yes	No	No	not service station standard
A556-2	Tabley Mere Service Station and Travelodge	5.1	Northbound	Yes	Yes	Yes	No	No	not service station standard

**Table 4.10: Results for A570**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A570-1	Town Lane Filling Station	0	Both	Yes	Yes	Yes	No	No	not service station standard
A570-2	Spar Ormskirk	5.2	Both	Yes	Yes	No	No	No	not service station standard

**Table 4.1: Results for 585**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A585-1	Unknown	2.7	Both	No	Yes	No	No	No	not service station standard
A585-2	Skipool Service Station	5.7	Both	No	Yes	No	No	No	not service station standard
A585-3	Shell Singleton Cross Roads	7.1	Both	No	Yes	No	No	No	not service station standard
A585-4	Shell Westholme Garage	10.8	Both	No	Yes	No	No	No	not service station standard
A585-5	Premier Inn	11.6	Both	87 lights	No	Yes	Yes	No	not service station standard

**Table 4.2: Results for A590**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-odation	Signed	Signing should be provided as meets requirements
A590-1	Petromex Canal Head Services	5.2	Both	Unknown	Yes	No	No	No	not service station standard
A590-2	Shell - Ulverston	5.2	Both	Unknown	Yes	No	No	No	not service station standard
A590-3	Unknown	5.9	Both	Unknown	Yes	No	No	No	not service station standard
A590-4	Greenodd Service Station	8.1	Both	Unknown	Yes	No	No	No	not service station standard
A590-5	Newby Bridge Services	13.4	Both	30 lights	Yes	No	No	No	not service station standard
A590-6	Greystones Filling Station	19.4	Westbound	66 lights	Yes	Yes	No	Yes	not service station standard

**Table 4.13: Results for A595**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A595-1	East Road Garage	2.8	Both	No	Yes	No	No	No	not service station standard
A595-2	Pelican Garage	7.8	Both	No	Yes	No	No	No	not service station standard

**Table 4.3: Results for A663**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-mod-ation	Signed	Signing should be provided as meets requirements
A663-1	TCS Elk Mill	0.3	Both	Yes	Yes	Yes	No	No	not service station standard
A663-2	Nimble Nook, Eaves Lane/The Sportsman (Stop F)	2	Both	No	Yes	No	No	No	not service station standard
A663-3	Travelodge, Oldham	2.5	Both	50	No	No	Yes	No	not service station standard

**Table 4.15: Results for A5036**

1	2	3	4	5	6	7	8	9	10
Ref	Name	Dist from Start (Miles)	Access-ibility	Parking Spaces	Petrol Station	Refreshment	Accom-odation	Signed	Signing should be provided as meets requirements
A5036-1	Sefton Self Serve	1	Both	No	Yes	No	No	No	not service station standard
A5036-2	Dunnings Bridge Filling Station	2.5	Both	No	Yes	No	No	No	not service station standard
A5036-3	Packet Steamer and Beefeater Travel Inn	3.2	Both	No	No	Yes	Yes	No	not service station standard

## 5 Summary of Results

- 5.1 There is one service area on the North West Trunk Road Network that contains adequate facilities to qualify for signing from the adjacent highway, as specified in the DfT Circular 1/2008. This service area is unsigned. The remaining 35 service areas in this region are identified as having insufficient facilities to meet the signing requirements.
- 5.2 There is only one service area in the North West that provides all of the facilities required by the Circular – this service area is not signed. The remaining 91% of service areas that were surveyed provide insufficient services
- 5.3 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**

Service area's compliance with facilities requirements	Signed		
	No	Yes	Total
Does not meet facilities requirements	32	3	35
Meets facilities requirements	1		1
<b>Grand Total</b>			36

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

5.5

**Table 5.2: Signpost Criteria Summary**

Trunk Road	Start Point	Finish Point	Distance (Miles)	Criteria Met	
				NB/EB	SB/WB
A41-A550	M53	Welsh Border	7.3	N/A	
A55	M53	Welsh Border	11.3	N/A	
A56	M65	M66	9.0	N/A	
A57-A628	M67	East Midlands Border	2.0	N/A	
A65-A590	A595	Yorkshire & Humber Border	37.3	X	X
A66	A596	North East Border	65.0	X	X
A69	M6	North East Border	13.1	N/A	
A483	A55	Welsh Border	4.2	N/A	
A556	M56	M6	5.2	N/A	
A570	B5276	M58	11.4	N/A	
A585	A587	M55	11.6	N/A	
A595	Moss Side	A66	16.5	X	X
A663	A627 (M)	M60	3.8	N/A	
A5013	M60	M56	1.0	N/A	
A5036	A595	M58	3.6	N/A	
A5117	A550	A41	1.6	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 6.13 overleaf.

6.7

**Table 6.1: A41/A550 Corridor recommendations**

Reference Number	Name	Recommendations
A550-1	Hooton Service Station	7.3 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A550-2	Premier Inn	

**Table 6.2: A55 Corridor recommendations**

Reference Number	Name	Recommendations
A55-1	Wrexham Road Filling Station & Holiday Inn Chester South	May qualify for signing (corridor is less than 14 miles).

**Table 6.3: A56 Corridor recommendations**

Reference Number	Name	Recommendations
A56-1	Shell Rising Bridge	Upgrade (corridor is less than 14 miles).

**Table 6.4: A57/A628 Corridor recommendations**

Reference Number	Name	Recommendations
A57-1	Showground Self Service	2 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A57-2	Hyde Road Star Service Station	

**Table 6.5: A590/A65 Corridor recommendations**

Reference Number	Name	Recommendations
A590-1	Petromex Canal Head Services	37.3 mile route with no signed service areas that meet standards.
A590-2	Shell - Ulverston	
A590-3	Unknown	
A590-4	Greenodd Service Station	
A590-5	Newby Bridge Services	
A590-6	Greystones Filling Station	
A65-1	Kirkby Motors	

**Table 6.6: A66 Corridor recommendations**

Reference Number	Name	Recommendations
A66-1	Oakhurst Service Station	65 mile route with no signed service areas that meet standards.  Additional service areas required between A66-2 - A66-3 and after A66-4 in order to meet 14 miles between services on route criteria.
A66-2	Crosswaite Service Station	
A66-3	Rheged Service Station	
A66-4	Kirkby Thore Filling Station	

**Table 6.7: A69 Corridor recommendations**

Reference Number	Name	Recommendations
A69-1	Corby Hills Garage	13.1 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A69-2	Low Row Service Station	

**Table 6.8: A556 Corridor recommendations**

Reference Number	Name	Recommendations
A556-1	Cheshireways Filling Station	5.2 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A556-2	Tabley Mere Service Station and Travelodge	

**Table 6.9: A570 Corridor recommendations**

Reference Number	Name	Recommendations
A570-1	Town Lane Filling Station	11.4 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A570-2	Spar Ormskirk	

**Table 6.10: A585 Corridor recommendations**

Reference Number	Name	Recommendations
A585-1	Unknown	11.6 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A585-2	Skipool Service Station	
A585-3	Shell Singleton Cross Roads	
A585-4	Shell Westholme Garage	
A585-5	Premier Inn	

**Table 6.11: A595 Corridor recommendations**

Reference Number	Name	Recommendations
A595-1	East Road Garage	16.5 mile route with no signed service areas that meet standards.
A595-2	Pelican Garage	

**Table 6.12: A663 Corridor recommendations**

Reference Number	Name	Recommendations
A663-1	TCS Elk Mill	3.8 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A663-2	Nimble Nook, Eaves Lane/The Sportsman (Stop F)	
A663-3	Travelodge, Oldham	

**Table 6.13: A5036 Corridor recommendations**

Reference Number	Name	Recommendations
A5036-1	Sefton Self Serve	3.6 mile route with no signed service areas that meet standards. However, corridor is less than 14 miles and upgrade is not required.
A5036-2	Dunnings Bridge Filling Station	
A5036-3	Packet Steamer and Beefeater Travel Inn	

## 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.

### **The need for new service areas**

7.6 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.

- 7.7 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

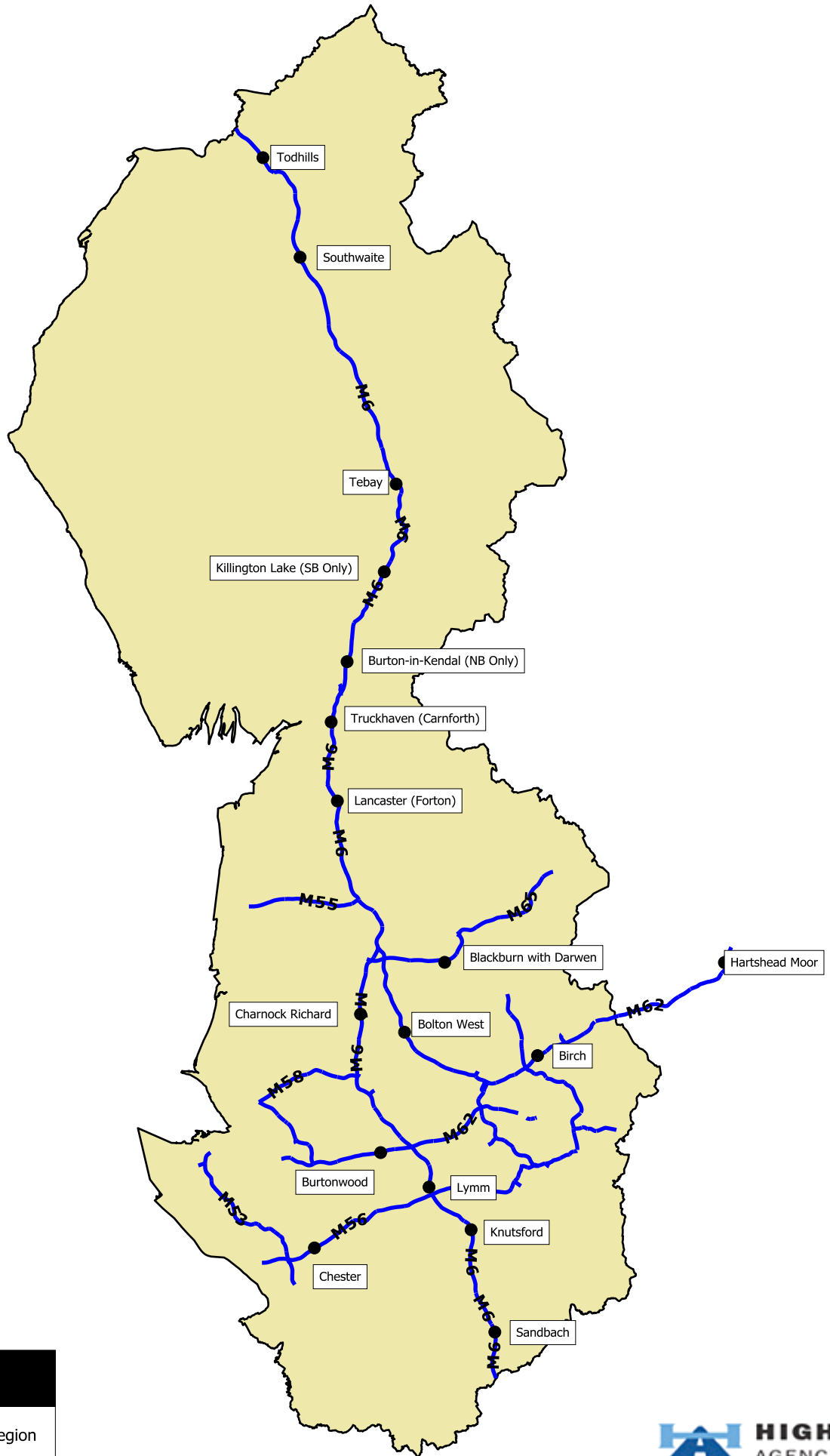
- 8.1 The main components of the Motorway Network in the North West are the M6 and M62 providing long distance routes north/south and trans-pennine respectively. There a number of other important routes; the M60 Manchester Ring Road and the M56, M61, M65, M66 and M67 in Greater Manchester along with the M57 and M58 in Merseyside.
- 8.2 **Table 8.1** shows the Motorways studied in the North West region and the MSAs located on each route.

**Table 8.1: Summary of Motorways in the North West**

Trunk Road	Start Point	Finish Point
M6	West Midlands Border	Scottish Border
M62	Liverpool	Yorkshire & Humber Border
M60	Manchester Outer Ring Road	Manchester Outer Ring Road
M56	M60	Welsh Border
M61	M60	M6
M66	M60	Edenfield
M67	M60	Hyde
M65	M6	Colne
M55	M6	Blackpool
M57	M62	Switch Island
M58	M6	Switch Island
M602	M60	Manchester City Centre
A627(M)	Oldham	Rochdale
M53	Wallasey	Chester

- 8.3 There are sixteen MSAs in the North West region. **Figure 8.1** displays their location and the Motorway Network.

# North West Region MSA Locations



**Figure 8.1**

## 9 Results – Motorway Service Areas

- 9.1 **Table 9.1** overleaf displays the matrix showing the distances between MSAs in the North West. Where MSAs are subject to access restriction or other factors, these have been recorded in the notes column on the far right of the table.
- 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 West and the MSAs located within the region. The distances which are coloured red in the **Table 9.1** are highlighted in red.
- 9.5 **Figure 9.1** shows that in general coverage of MSAs in the North West is in accordance with the circular with only two routes; Charnock Richard and the Terminus of the M58 to the terminus of the M67 being further than 40 miles long.



# North West Region Distance Between MSA's

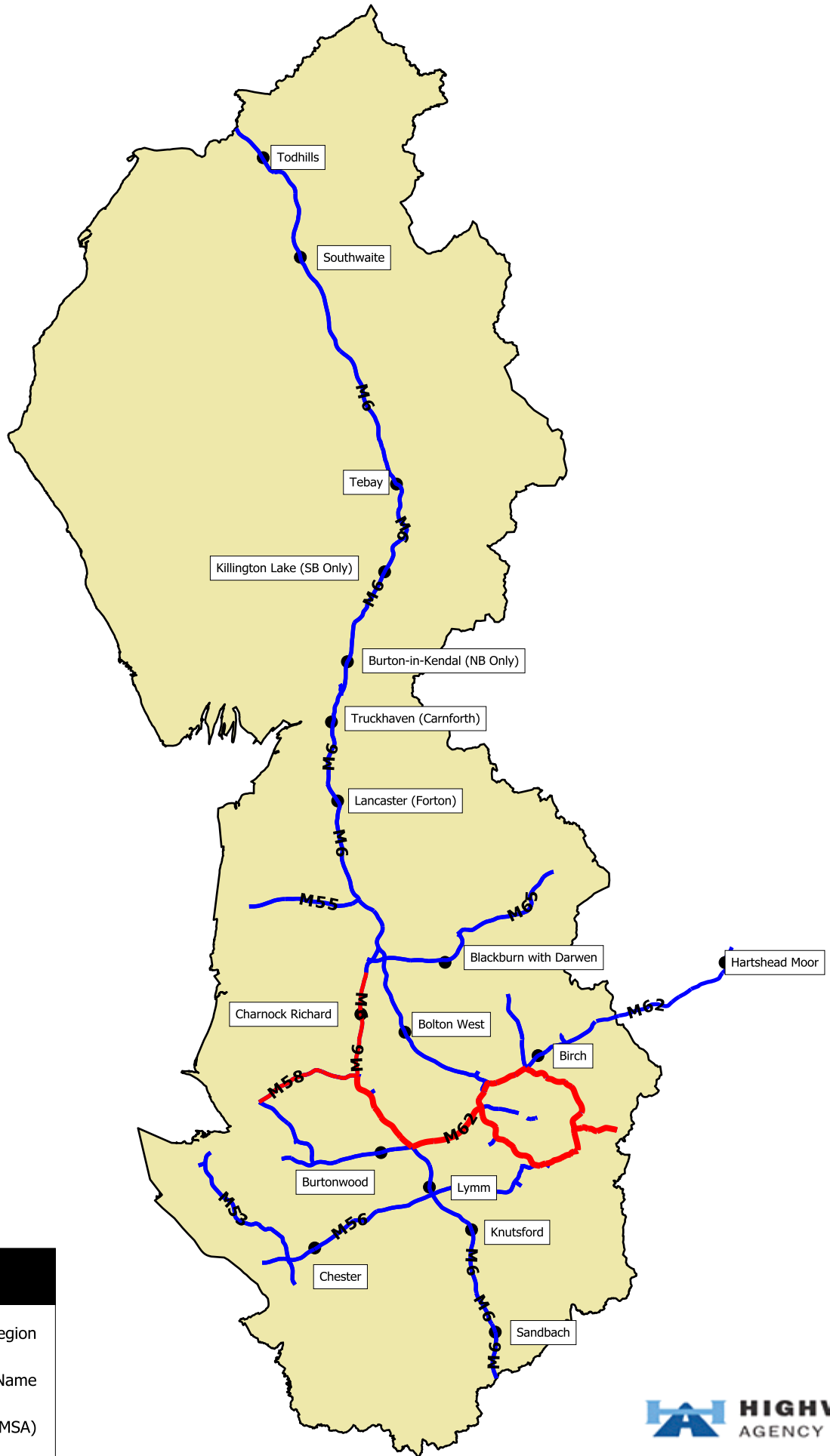


Figure 9.1

## 10 Conclusions and Recommendations

- 10.1 A further nine routes have MSAs separated by less than 40 miles but more than 28 miles. This still leaves the majority of the routes in the region fully compliant with policy set out in the Circular.
- 10.2 Overall, the North West region is well served by MSAs however an indicative location for a new MSA on the M62 has been proposed to address the separations of the M58/Charnock Richard Services and the terminus of the M67.
- 10.1 It has been identified that two routes in the region produce distances above 40 miles. Both of these routes converge at the M62 with the option of travelling in a clockwise or anticlockwise direction on the M60.
- 10.2 Consideration should be given to the location of new MSAs in relation the local authority boundaries and the need for inclusion in their respective Local Development Frameworks.

**Highways Agency Publications Code PR272/09**

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