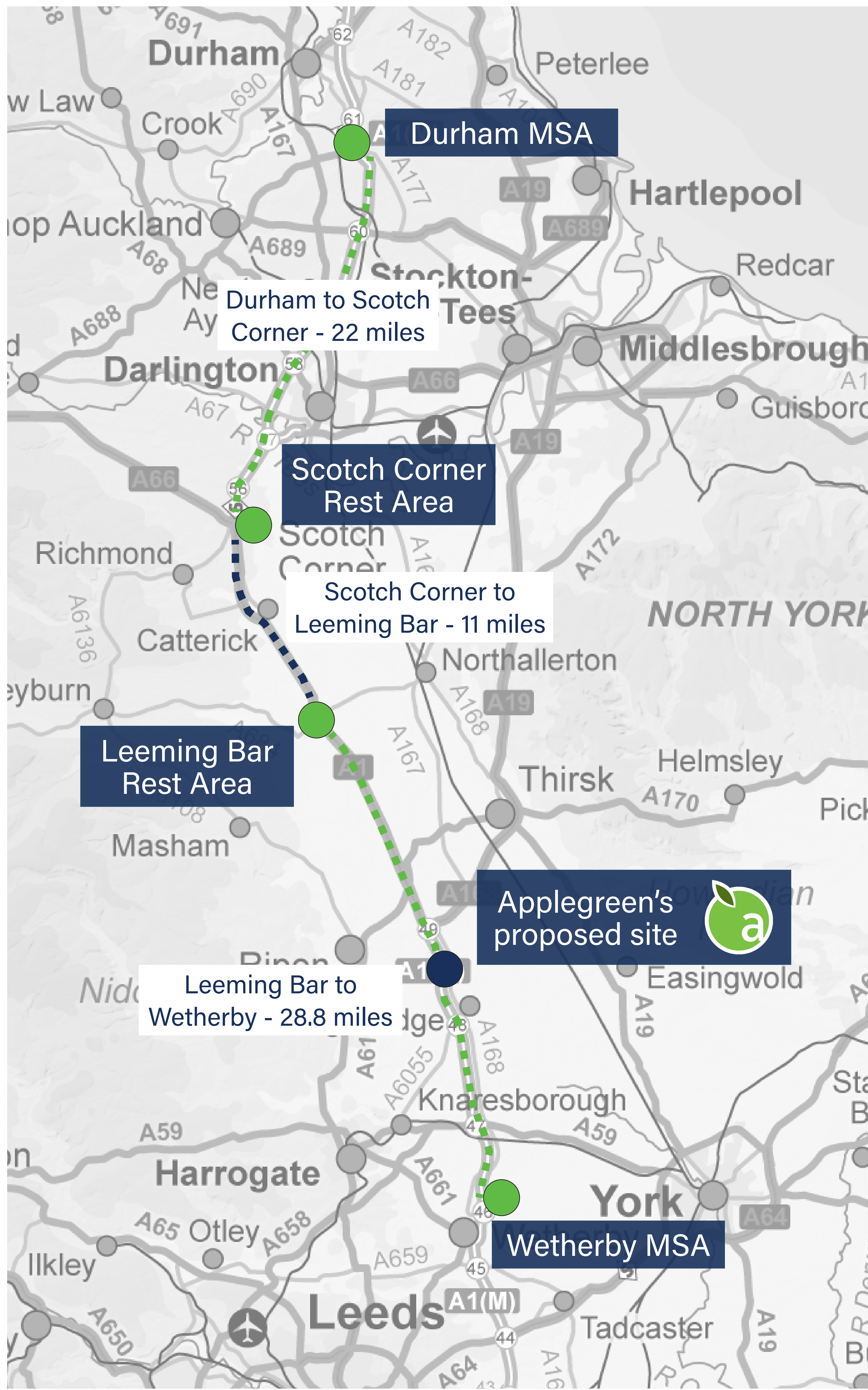


The Need for a New MSA



local planning authorities should not need to consider the merits of the spacing of sites beyond conformity with the maximum and minimum spacing criteria.

The Circular goes on to state that, where all other factors are equal, Highways England has a preference for new MSA facilities to be on-line i.e. not at existing junctions.

At present, the spacing of MSAs on the A1(M) includes a gap between the Wetherby and Durham motorway services of over 60 miles. Even taking into account the Leeming Bar Rest Area (not an MSA but with planning permission for such a use) the relevant distance from Wetherby Services to Leeming Bar Rest Area is 28.8 miles. Furthermore, access to the Leeming Bar Rest Area requires a 2.6km detour from the A1(M). This site location would not qualify for motorway signage under the Circular.

A new MSA at Kirby Hill would provide an on-line facility and reduce the gap between Wetherby Services and Leeming Bar Rest Area such that the maximum spacing guidance is met.

The Government also wishes to see increased competition in the UKs MSAs in order that motorists achieve better value for money, particularly in terms of the cost of fuel, and that the quality of service areas is improved. The northern section of the A1(M) is particularly poorly served in terms of competing MSA operators.

The Government recognise that MSAs perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey.

The position in respect of assessing the need for MSAs in England has changed since the last proposal for a facility at Kirby Hill was determined in 2012.

The National Planning Policy Framework requires Local Authorities to develop strategies for the provision of transport infrastructure including roadside facilities for motorists. In this context, in September 2013 the Government published guidance on the provision of roadside facilities on motorways within its DfT Circular 02/13.

The Circular recommends that the maximum distance between MSAs should be no more than 28 miles and that the distance between services can be shorter, with the minimum distance only dictated by compliance with highway safety / design standards. In addition, recognising that speed limits vary on motorways, the maximum distance should be the equivalent of 30 minutes driving time and again this distance can also be shorter.

The Circular also states that the distances of 28 miles and 30 minutes driving time are appropriate for all parts of the strategic road network and that

Service Area	Operator
Blythe Services	Moto
Ferrybridge Services	Moto
Wetherby Services	Moto
Leeming Bar Rest Area	Moto
Scotch Corner Rest Area	Moto
Barton Truckstop	Moto
Durham Services	Roadchef
Washington Services	Moto

Table of Services on the A1(M) – Blythe To Washington