

Service Area Location	Motorway Service Area Name	Direction	Pedestrian Routes AMENITY / Max 40	Pedestrian Routes QUALITY / Max 20	Pedestrian Routes TOTAL / Max 60	Comment on overall pedestrian access
M6	Tebay	N	32	20	52	Clearly marked pedestrian crossings and clear hatching all around for easy access around disabled bays.
M6 Toll	Norton Canes	2	36	16	52	Good traffic calming measures. Tactile paving slabs each side of crossings access all rows but there are bollards also in the middle of the walkway at these locations. No walkways along car park rows.
M5	Gloucester	S	32	19	51	Very new service area. Lorry bays as cars have walkways, zebra crossings and exit road from car park is narrowed using kerbs and chevrons to allow easier pedestrian crossing opportunities. Zebra crossings only at main building entry.
M5	Cullompton	2	32	18	50	All pedestrian walkways throughout carpark well defined and clear but their presence restricts carriageway width.
M1	Donington Park	2	32	16	48	Good access and direction around the car parking area. Pedestrian walkways and zebra crossings present (some missing in some locations). Disabled bays well defined with drop kerbs but lack boot access hatching.
M5	Frankley	N	32	16	48	Good access delineation allowing for natural speed reduction. Pedestrian walkways and multiple zebra crossings throughout.
M62	Ferrybridge	2	34	14	48	Sensible layout of a uni-directional flow of traffic through the main car park. One pedestrian walkway per 2 rows of car spaces. Direction arrows and pedestrian crossings at each row end generally well defined.
M6	Southwaite	N	30	14	44	Bays, walkways and hatchings generally well defined and clear. Each row of bays has a walkway.
M18	Doncaster North	2	30	14	44	Pedestrian walkways occasionally badly worn. No lorry bay pedestrian crossing.
M5	Michael Wood	S	32	12	44	No zebra crossing for pedestrians exiting main building, but have 1 walkway per row of bays along full length (2). Each walkway however encroaches into road and therefore puts pedestrians in danger.
A34	Chieveley	2	26	14	40	Good Zebra crossing to lorry park. Some car park zebra crossings lead to parking bays.

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M4	Heston	E	26	14	40	Zebra crossings servicing one end of the car park bays, all of which however are 'bookended by kerbs with trees littering any paved walkways, pedestrians are forced to walk in road areas already narrowed by the presence of two way traffic. No provision of pedestrian crossing into main building. Good walkway provision immediately outside building and around disabled bay areas.
M25	Thurrock	2	26	14	40	Zebra crossings identified in some areas but are sometimes 'bookended by kerbs with some evidence of litter bins crowding the walkway. Some walkways non uniform in width making progress difficult if cars are parked at the narrowed section. Some good evidence of well maintained walkways along car parking rows and drop kerbs at zebra crossings.
M27	Rownhams	S	26	14	40	Pedestrian walkways throughout, but no clear delineation of right hand side next to car bays. No zebra crossings.
M6	Hilton Park	2	24	14	38	Pedestrian routes down parking bays appear well-maintained but some poor planning regarding flow to all areas. Many walkways leading to main building have been littered with street furniture restricting use. No drop kerb provision on crossing points.
M6	Lancaster	N	26	12	38	Fairly short parking bays lending cars to stick out at end of rows making turning difficult and overhang pedestrian routes. Very dangerous attempting to walk to row from one row to next. Cars park longitudinally and open doors into flow of traffic.
M4	Reading	W	28	9	37	Pedestrian walkways noted throughout car park but worn.
M42	Tamworth	2	28	9	37	Clearly marked pedestrian walkways (one walkway down each double parking row) would benefit from services building direction. Vehicle flow clear, with the exception of the row nearest to the main building which has one way traffic horizontal arrow but no other indicative guidance on approach.
M6	Keele	S	18	18	36	Pedestrian routes immediately outside main building are very good, however there appears a lack of provision throughout the bay areas.

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M4	Leigh Delamere	E	22	14	36	All zebra crossings compromised by obstructions such as street furniture and kerbs and trees. Main crossing from building ends in the middle of the main carriageway. Pedestrian walkways exist 1 path per 2 rows of cars. Fairly easy access on slip road. Fairly short parking bays lending cars to stick out at end of rows and overhang pedestrian routes.
M40	Oxford	2	28	8	36	Good single walkway to access multiple rows but no access routes along rows.
A1	Wetherby	2	24	10	34	Speed calming measures in place. Parking areas well laid out throughout, however, all coach passengers and lorry drivers must cross (with zebra crossings) across the main flow of car park exiting traffic. No pedestrian walkways on entering parking rows.
M6	Burton in Kendal	N	24	10	34	Zebra crossings identified in some areas but are sometimes 'bookended by kerbs with some evidence of litter bins crowding the walkway. Some walkways non uniform in width making progress difficult if cars are parked at the narrowed section. Some good evidence of well maintained walkways along car parking rows and drop kerbs at zebra crossings.
M40	Beaconsfield	2	24	10	34	Car park area has good use traffic calming measures.
M6	Stafford Southbound	S	28	6	34	Pedestrian routes immediately outside main building are very good, however there appears a lack of provision throughout the bay areas.
M40	Cherwell Valley	2	26	6	32	Walkways OK on each row worn on outside edge, but they are not present on all rows. Worn zebra crossings. Walkways from main entrance to building do not have drop kerbs or tactile crossing slabs.
A1(M)	Baldock	2	32	0	32	All markings identified were clear, well maintained and intuitive. Pedestrian routes had paved walkways across the car park areas and surrounding buildings, however there were no clearly delineated crossing points allowing drivers and pedestrians prior warning.
M5	Exeter	2	22	8	30	Flow of traffic is intuitive but would benefit from some direction indicators.
M1	Trowell	N	20	9	29	Pedestrian walkways well provided throughout the pairing rows. Coach bays have good pedestrian walkway provision, whilst some of the car parking walkways terminate prematurely having not lead to specific destination.

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A1	Great Gonerby	2	20	8	28	Very good, level, main access spine walkway. Zebra crossings located at each row end leading into next walkway zone. Some walkway markings worn leading to potential hazard. Pedestrian walkway provision along each parking row into main walkway artery.
M1	Northampton	2	22	6	28	Good traffic calming prior to entry into car park.
M6	Killington Lakes	S	22	6	28	Walkways have main artery route leading to building incl good hatchings and zebra crossing but those along the car bays are worn
A1(M)	Peterborough	2	28	0	28	Pedestrian routes not marked but good pavements exist for access to main building.
M3	Winchester	N	28	0	28	Good use of traffic calming measures with forewarning signs. Central walkway present only.
M50	Ross on Wye	2	28	0	28	Disabled bays have full hatched access, however, rear boot hatching encroaches into carriageway.
M65	Blackburn & Darwen	2	28	0	28	Pedestrian walkways obscured by street furniture. No walkways in main bay areas.
M5	Strensham	S	23	4	27	Good zebra crossings for car park and lorry park.
M11	Birchanger	2	16	10	26	Access slip has over use of traffic calming speed humps.
A1	Blyth	2	20	6	26	Poor provision of pedestrian walkways as many end in a parking bay at the entrance to the building.
M4	Membury	E	22	4	26	Pedestrian pavements along front of parking spaces often littered with waste bins or other street furniture. Some well marked and well defined zebra crossings throughout the car park especially outside main building and coffee shop but practicality often reduced by having kerb and one end and pavement being obstructed by trees and street furniture.
M6	Gretna	2	26	0	26	Main artery walkway with good zebra crossing across main traffic exit flow leading to overflow parking area. Little additional branch access within main car park.
M5	Bridgewater	S	18	8	26	No easy path from any parking bay to main entrance. All cars go past the front of the main building exposing pedestrians to unnecessary risk.
A50	Derby (Eastbound)	E	16	8	24	No walkway visible from opposite side of bays.
M23	Pease Pottage	2	18	5	23	No clear direction flow at entry to car park. Occasional traffic flow confusion (Dead end not indicated). Pedestrian walkways throughout but well worn.

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A1	Durham	2	22	1	23	Main artery walkway with some additional peripheral access.. Little additional branch access within main car park. Traffic calming humps outside main entrance to building but this was not clearly visible to drivers.
M48	Severn View	2	20	2	22	Vehicle access and hatching around disabled bays very limited placing pedestrians at risk.
A1(M)	Washington	S	20	0	20	Little evidence of walkway provision along car park rows. Some crossing point evidence (worn) outside hotel entrance. Disabled bay hatching encroachment into traffic flow, but walkway provision perpendicular to this is well defined.
M25	South Mimms	2	20	0	20	Traffic flow has been re arranged from original specification as made clear by multiple speed humps in road parallel to flow of traffic.
M54	Telford	2	20	0	20	Pedestrian crossing provision clearly maintained however no walkways in parking areas. Some crossing points have drop kerb on only one side.
M25	Cobham	2	16	3	19	Zebra crossing.
M1	Tibshelf	N	19	0	19	Main artery walkway including clearly defined tabletop traffic calming measures allow for level access to main building. No additional branch walkways along car park bays observed.
M25	Clacket Lane	E	19	0	19	Occasionally narrow carriageways especially in vicinity of disabled bay areas due to rear boot hatching areas. Pedestrian pavements OK but no walkways throughout car park area.
M6	Knutsford	S	4	14	18	On entry to car park areas there is total lack of clarity of flow of traffic with poorly executed management of both vehicle and pedestrian traffic. Traffic flow often compromised for width and safety. Pedestrian routes do not flow as often lead into vehicle paths and parking locations.
A50	Derby (Westbound)	W	12	6	18	Well defined drop kerb access to disabled bay areas. No other pedestrian walkway provision observed.
M6	Sandbach	S	14	4	18	Very clear flow of vehicle traffic, however bottle neck located at disabled parking bay locations. All other parking bays well indicated and clear. Coach and lorry bays well indicated and includes pedestrian walkway for coach passengers. Good pedestrian crossing for coach passengers, however, this is on a bend and additional forewarning to vehicles is required.
M62	Birch	W	14	4	18	No pedestrian walkways.

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M1	Wooley Edge	N	12	5	17	Skip located in carriageway. Pedestrian access and disabled bays poorly considered with some disabled car doors swinging open into carriageway.
M2	Medway	W	4	12	16	Pedestrian walkways from building lead to kerbs and parking bays (Poor).
M20	Stop 24 (Folkestone)	2	16	0	16	Zebra crossing and pedestrian access for disabled area only, badly worn.
A14	Cambridge	2	14	0	14	Good pedestrian pavements but no walkways down rows of parked cars.
M6	Lymm	2	10	2	12	Zebra crossings worn and all appear to end with a kerb stone with trees and grass. Lorry park has good pedestrian access to building.
M20	Maidstone	2	12	0	12	Pedestrian walkways blocked with litter bins. No provision of walkway markings around parking bays.
M40	Warwick	S	12	0	12	Pedestrian routes have core pavement for use but these are not marked and there are no provisions to walk along the parking rows.
M40	Warwick	N	12	0	12	Very little use of direction and traffic flow information when inside the car park area, which is seen to potentially cause flow issues. Pedestrian routes have core pavement for use but these are not marked and there are no provisions to walk along the parking rows.
M42	Hopwood Park	2	12	0	12	Pedestrian routes have core pavement for use but these are not marked and there are no provisions to walk along the parking rows. Speed humps well marked
M6	Todhalls	N	10	10	20	Unclear access road. Poor direction markings. Access directs you into car park to right across the flow of traffic coming out. Very poor and dangerous.
M1	Watford Gap	N	10	0	10	No pedestrian walkways from bays to main facility entry.
M1	Newport Pagnell	N	6	3	9	No pedestrian routes throughout the car park areas. Worn pedestrian crossing leading to lorry parking.
M1	Leicester Forest East	N	6	3	9	No pedestrian walkways identified within car park. Good zebra crossing (across main slip) from lorry park to main building. Coach bays have good pedestrian walkway provision.

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M1	Wooley Edge	N	9	0	9	Changes in parking bays have been poorly altered (blacked out) leaving the roadway very confusing to negotiate. Narrowing of roadway immediately outside entrance to building making the 2 directions of traffic impossible. Poor provision observed for pedestrian access from disabled bays to main building entrance.
M62	Hartshead Moor	W	8	0	8	Tactile slabbed drop kerb at exit to main building not paired with similar on opposite side of road. Multiple disabled bays do not have hatchings to both sides of vehicle. No drop kerb access for wheelchair users therefore located directly into flow of traffic. No pedestrian crossing at exit to building or any walkways located throughout car park. All vertical signs located on non TSRGD backgrounds. Two way traffic symbol located on exit slip but this road is one way traffic.
M5	Gordano	2	6	0	6	No pedestrian walkways identified.
M5	Tiverton	2	1	2	3	No pedestrian walkways identified.
A1(M)	Colsterworth	S	0	0	0	No pedestrian routes noted. Disabled access limited as need to travel against flow of traffic in order to access drop kerb to enter main building.
M1	Markfield	2	0	0	0	Lack of pedestrian routes within car park. Lack of consistency of drop kerbs for disabled bays.
M1	London Gateway	2	0	0	0	No pedestrian walkways or central pavement except immediately entering main building.
M1	Toddington	N	0	0	0	Lack of pedestrian walkway routes. No pedestrian walkway from bays or disabled into main building.
M3	Fleet	W	0	0	0	No pedestrian walkways identified within car park
M5	Sedgmoor	S	0	0	0	No pedestrian walkways identified within car park
M5	Taunton Dean	S	0	0	0	No pedestrian walkways.
M6	Charnock Richard	S	0	0	0	No pedestrian walkways observed.
M6	Corley	W	0	0	0	No pedestrian walkways identified within car park
M56	Chester	2	0	0	0	No pedestrian walkways identified within car park
M61	Rivington	N	0	0	0	Main service station car park very well marked. However no pedestrian routes exist.
M62	Burtonwood	2	0	0	0	Bays badly worn and limited attempts made to control flow of traffic