Signing of roadside facilities on the motorway and all-purpose trunk road network

September 2025

Notice

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1	Amendment to 2.2.8	R.C				23.10.23
2	EV section added	SD				01.09.25

Publishing information

This document is published by National Highways.

This document supersedes ‘Guide to the Signing of Roadside Facilities for Motorists on the Strategic Road Network in England’ published in September 2013.

Contractual and legal considerations

This document does not purport to include all the necessary provisions of a contract. Users are responsible for applying all appropriate documents applicable to their contract.

Table of contents

Abbreviations

ADS	Advance Direction Sign
APTR	All-purpose Trunk Road
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
DS	Direction Sign
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
MRA	Motorway Rest Area
MSA	Motorway Service Area
PAS	Publicly Available Specification
RAD	Requirements and Advice Document
SHTSA	Strategic Highways Traffic Signs Agreement
SRN	Strategic Road Network
TSA	Traffic Signs Agreement
TSM	Traffic Signs Manual
TSRGD	Traffic Signs Regulations and General Directions 2016 (UKSI 2016/362 [Ref 37.N]) (as amended)

Terms and definitions

All-purpose trunk road	The trunk road network managed by National Highways.
APTR service area	A service area which has the correct planning consent, meets the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, and is therefore eligible for signing from the Strategic Road Network.
EV hub	An EV hub is defined as a dedicated service-type facility situated in proximity to the SRN, designed to provide high-capacity electric vehicle charging infrastructure alongside a limited, but prescribed set of user facilities. It must have the correct planning consent and adhere to the provisions set out in Table 6.1 of this document.
May	"May" generally indicates a permissible action, or an option that requires consideration depending on the circumstances.
Motorway service area / rest area	A service area accessible from the Motorway network which has the correct planning consent, meets the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, and is therefore eligible for signing from the Motorway network.
Must	"Must" is used to indicate a legal requirement of the TSRGD (or other legislation) that must be complied with.
Offline motorway service area	A service area accessible from the local road network and the Motorway network which has the correct planning consent, meets the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, and is therefore eligible for signing from the Motorway network.
Petrol filling station	A stand-alone site occupied by a petrol filling station only (for cars and/or HGVs). Under the current requirements of the 'Strategic road network and the delivery of

	sustainable development' document known as DfT Circular 01/22, petrol filling stations **DO NOT** meet the eligibility criteria for signage.
Rest area	An area that does not provide all of the facilities of a service area. In particular, fuel may not be available.
Roadside facility / facilities	A generalised term used to refer to any service area, petrol filling station or truckstop where a customer might reasonably expect to be able to park their vehicle to rest, buy fuel, food and drink, charge an EV and / or use a toilet. This term does not infer compliance with the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22.
Service area	A combination of a petrol filling station with additional facilities, e.g. restaurants, hotels or other ancillary buildings, accessible within the same site. The term 'service area' excludes stand-alone petrol filling stations. This term does not necessarily mean that the 'service area' is eligible for signing.
Should	"Should" indicates a course of action that is recommended and represents good practice.
Truckstop (APTR)	A service area designated solely for HGVs and accessible from the APTR network, which has the correct planning consent, meets the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, and is therefore eligible for signing. Truckstops have some differing requirements from APTR service areas in the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, and should be considered carefully.
Truckstop (motorway)	A service area designated solely for HGVs and accessible from the Motorway network, which has the correct planning consent, meets the requirements of the 'Strategic road

	network and the delivery of sustainable development' document known as DfT Circular 01/22, and is therefore eligible for signing from the Motorway network.

Introduction

Advice for the provision of traffic signs for roadside facilities is provided in this document.

Traffic signs for roadside facilities enable the safe use and effective operation of the highway by communicating directions and other information to road users.

This document should be read in conjunction with the Department for Transport (DfT) publication 'Strategic road network and the delivery of sustainable development' known as DfT Circular 01/22 (see paragraph 1.1.2 of this document) and any subsequent updates of this document, along with the Statutory Instrument 'The Traffic Signs Regulations and General Directions' (TSRGD) and the Traffic Signs Manual (TSM).

1. Scope

1.1. Aspects covered

1.1.1. This document should be used to determine the positioning requirements of signing for roadside facilities for motorways and all-purpose trunk roads.

1.1.2. However, before the signing of roadside facilities can be considered using the guidance in this document, the minimum eligibility requirements for signing of facilities should be met, as required by DFT Circular 01/22 (and any subsequent updates of this document). This document states:

Eligibility for signing

89. The minimum requirements for roadside facilities to be eligible for signing from the SRN are set out in table 1. For the purpose of managing traffic anywhere in the United Kingdom, the requirements set out in table 1 may be temporarily waived by the company at any roadside facility.

90. The signing of roadside facilities and signing arrangements within sites must comply with the TSRGD or its replacement, while further guidance on the authorisation, funding, installation and maintenance of signs is available from the company. Only in exceptional circumstances will non-prescribed signs be appropriate, and these must be authorised by the Department for Transport.

1.1.3. EV hubs are not included in DfT Circular 01/22, however, the minimum eligibility requirements for the signing of these facilities can be found in Section 6 of this document.

1.1.4. Guidance on the design of sign faces for service areas is given in Section 13 of TSM Chapter 7 – 'The Design of Traffic Signs', and on the Department for Transport (DfT) working drawings website:

https://www.gov.uk/government/collections/traffic-signs-signals-and-road-markings#traffic-signs-images-and-drawings

1.1.5. The traffic signs working drawings detail the design of traffic signs from the TSRGD. The working drawings are for use by traffic sign professionals designing and manufacturing traffic signs.

1.1.6. The Department for Transport are responsible for working drawings and their update. It should be noted that the working drawings, at times, may not be current and that the TSRGD is definitive. Designers should check with the department to ensure they are using the correct version of the working drawings.

2. Funding

2.1. General

2.1.1. There are three categories of funding arrangement in place for operators:

- Operator funding of survey, manufacture and erection costs, with a commuted sum for the maintenance of sign posts, bases and safety fences.
- Sign face remains the property of the operator.
- National Highways funded (except where a change is operator instigated, see paragraph 2.2.7).

2.2. Operator funding of survey, manufacture, and erection costs, with a commuted sum for the maintenance of signs by National Highways

2.2.1. The operator will pay for any surveys by the National Highways Regional Team to determine the work necessary for the erection of the signs.

2.2.2. Signs are manufactured, erected, and maintained at the operator's expense.

2.2.3. Support posts, safety fences and any lighting are National Highways' responsibility but should be funded by the operator.

2.2.4. A commuted sum should be charged to recover costs incurred in the maintenance of the sign faces, posts, bases, and safety fences that will be the responsibility of National Highways. This sum will be calculated in accordance with standard third-party procedures (s278).

2.2.5. The operator should be given an estimate of the costs and be required to pay in advance.

2.2.6. It will be acceptable for an operator to arrange the manufacture and erection of these signs, provided their contractor is approved by National Highways for working on the Strategic Road Network (SRN) and that written agreement from National Highways' Regional Team is provided in advance for the work to be done.

2.2.7. Where an operator instigates a change to a sign's design (for example operator name change), any costs associated with changes to signs (for which National Highways is responsible) will be met by the operator. National Highways will undertake the required changes at its earliest convenience following receipt of costs.

2.2.8. Subsequent changes to sign faces will require an updated drawing to be appended to the existing Strategic Highways Traffic Signs Agreement (SHTSA) via the Roadside Facilities Team. Where a Traffic Signs Agreement (TSA) is in place any changes to sign faces and location will require entry into a new Strategic Highways Traffic Signs Agreement (SHTSA) a revised Traffic Signs Agreement (TSA) and incur a cost.

2.2.9. Where changes are required to existing signs to reflect the opening of a new roadside facility, this cost should be met by the operator of the new facility.

2.3. The sign face will remain the property and responsibility of the operator under the Strategic Highways Traffic Signs Agreement (SHTSA).

2.3.1. The posts and foundations remain the property of National Highways.

2.3.2. No work on a sign, posts or foundations is to be undertaken by an operator without the written approval of National Highways, as this may attract DMRB structural requirements under the Requirements and Advice document (RAD) CD 354 and the technical approval of highway structures under the RAD CG 300.

2.4. National Highways funded

2.4.1. Signs are manufactured, erected, and maintained at National Highways' expense and remain the property of National Highways (except where a change is instigated by the operator).

3. General

3.1.1. In order to be lawfully placed on, or near roads in England, traffic signs must be prescribed by the Traffic Signs Regulations and General Directions (TSRGD), as amended or specially authorised by the national authority. Signs that are neither prescribed nor authorised are deemed to be obstructions on the highway and must be removed.

3.1.2. The following sections set out the design parameters for signing roadside facilities. It should be noted that the schematic drawings are not to scale.

4. Motorways

4.1. Motorway service areas (MSAs)

4.1.1. At each point of entry to the motorway network, where space permits, a sign to diagram 2918 should be provided, indicating the distance to the next MSA along that motorway, as shown in Figure 4.1.

Figure 4.1 – Sign to diagram 2918

4.1.2. The sign to diagram 2918 should not be provided in the following instances:

- When the distance between two junctions is less than two miles, and the distance to the subsequent junction beyond them exceeds two miles. In this case, the sign should be positioned after the next junction.
- Where the MSA is sited before the next junction and is less than two miles from the merge datum point.

4.1.3. Where there are a series of junctions spaced closer than 2 miles apart, either on the same motorway or as part of a complex motorway interchange, consideration should be given to providing a sign.

4.1.4. The sign to diagram 2918 should normally follow, and be located at least 200m after the route confirmatory sign, as shown in Figure 4.2.

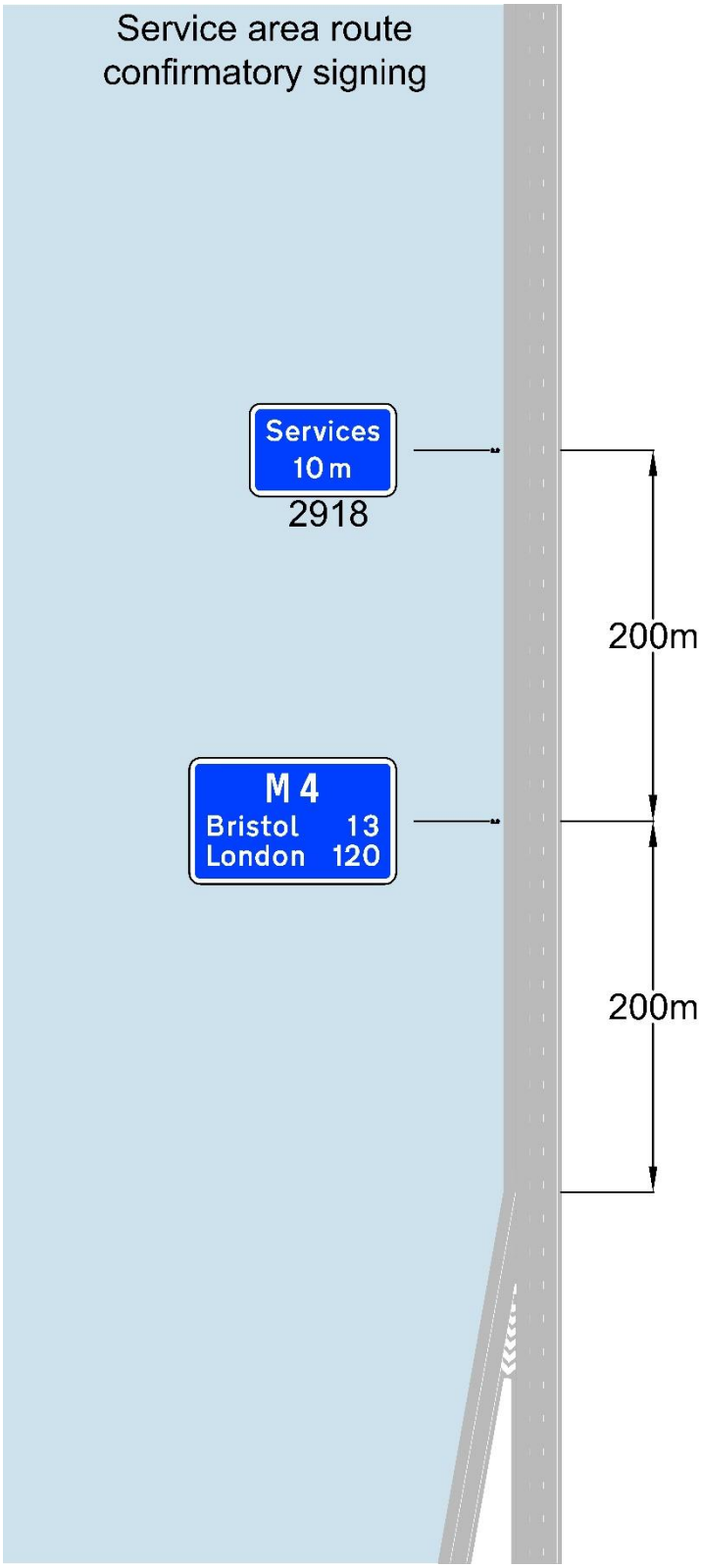

Figure 4.2 – Schematic of route confirmatory and service signs after a merge

4.1.5. If there are no services on the motorway, or on any intersecting motorway, then a sign to diagram 2918.1 'No services on motorway' should be provided, as shown in Figure 4.3. This sign may also be placed on a primary or non-primary route on the approach to the motorway.

Figure 4.3 – Sign to diagram 2918.1

4.1.6. A sign to diagram 2330 may be used on all-purpose roads, in accordance with Schedule 12 Part 26 Item 5, to indicate that there are no services available on a motorway ahead, as shown in Figure 4.4.

Figure 4.4 – Sign to diagram 2330

4.1.7. A sign to diagram 2917.1 showing the geographical location of the services should be provided in advance of the services, as shown in the schematic figures in the following sections. Where the services are only provided on one motorway route, the motorway number is not shown, see Figure 4.5. Existing signs to diagram 2917 are permitted (showing the names of the operators of the services). However, upon reaching the end of their serviceable life, these signs should be replaced with a sign to diagram 2917.1.

Figure 4.5 – Sign to diagram 2917.1 with services only on one route

4.1.8. Where the motorway intersects with another motorway, distances to additional MSAs may be provided, with only one MSA per additional route, up to a maximum of four as shown in Figure 4.6.

Figure 4.6 – Signs to diagram 2917.1 with services on more than one route

4.1.9. Signs to diagram 2917.1 are for use only on motorways and are not permitted on trunk or non-trunk road approaches to a motorway junction.

4.1.10. The lorry symbol and 'only' text shown after 'Puddleworth' in the left-hand sign face in Figure 4.6 should be used for a Truckstop and should be signed as described in Section 4.3 of this document.

4.1.11. A sign to diagram A of Schedule 12 Part 22 item 1 should be provided on the approach to each MSA, as shown in figure 4.7. Permitted symbols are given in Schedule 12 Part 24 up to a maximum of six. Placeholders may either be a corporate logo or a standard symbol, however, blank placeholders are not permitted. Where diagram A does not incorporate an arrow, it may incorporate the symbols shown in column 3 of the sign table in Part 24 at items 2 to 11 except that no more than six symbols, excluding that at item 9, may be shown.

Figure 4.7 – Sign to diagram A of Schedule 12, Part 22, item 1 with six placeholders

4.1.12. The number of placeholders may be varied but should not exceed six. Where fuel and EV charging is provided at an MSA, the operator may display the logos within the corporate identifier (Schedule 12, Part 24, item 11), or may use the prescribed fuel pump symbol (Schedule 12, Part 24, item 8) and / or the 'facilities for recharging electric vehicles' symbol (Schedule 12, Part 24, item 10) instead of a square corporate identifier.

4.1.13. An alternative non-prescribed version of this sign has been specially authorised, which permits the use of variable electronic fuel price panels to display fuel price information, as shown in Figure 4.8. In this instance the number of placeholders is limited to a maximum of four.

Figure 4.8 – Authorised non-prescribed sign with four placeholders and LED fuel prices

4.1.14. On the approach to a MSA, a final direction sign should be positioned at the start of the diverge taper, as shown in Figure 4.9.

Figure 4.9 – Final direction sign

4.1.15. A confirmatory direction sign should be positioned at the back of the exit nosing. This sign should not include a geographical name, header board or symbols and should be as shown in Figure 4.10.

Figure 4.10 – Confirmatory direction sign

4.1.16. When leaving the motorway and entering the service area, a sign to diagram 2932 must be used to indicate the end of motorway regulations, as shown in Figure 4.11. A sign to diagram 2931 must not be used.

Figure 4.11 – Sign to diagram 2932

4.1.17. At least one sign to diagram 2901 must be provided at the exit from the services where traffic rejoins the motorway, as shown in Figure 4.12.

Figure 4.12 – Sign to diagram 2901

4.1.18. The schematic layouts shown in Sections 4.4 to 4.11 provide guidance on the type and locations of signs for MSAs.

4.1.19. Where an MSA is located offline, the distance shown on the sign should be to the exit datum point of the junction, rather than the overall distance to the MSA as drivers may otherwise pass the exit, believing there to be another access further along the motorway.

4.2. Motorway rest areas (MRAs)

4.2.1. MRAs do not provide the same level of provision and facilities as MSAs. Therefore, they should not be included on motorway signs to diagrams 2917, 2917.1 and diagram 2918 (located at motorway entries).

4.2.2. In all other respects, the positioning of the approach signing to an MRA should be the same as for an MSA and should be as shown in Sections 4.4 to 4.11 of this document, which includes the signing to an offline MRA. In all cases the signs should use ‘rest area’ instead of ‘services’, examples of which are shown in Figure 4.13.

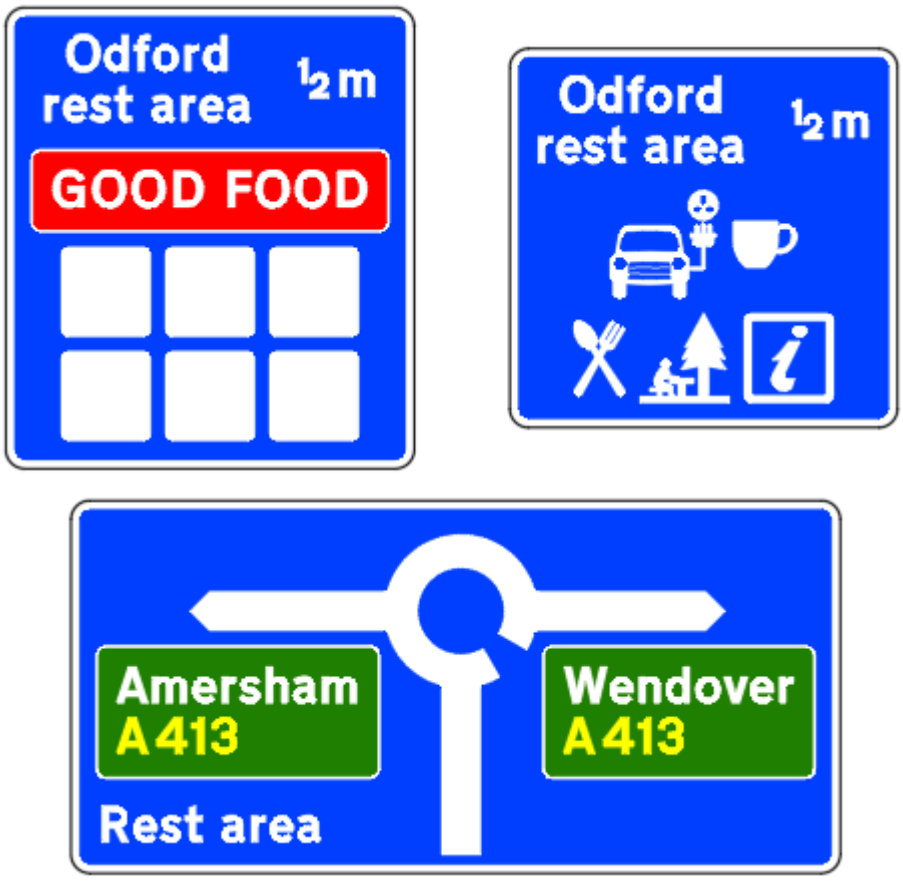

Figure 4.13 – Examples of MRA signs

4.3. Motorway truckstops

4.3.1. Motorway truckstops are not permitted to be added to a sign to diagram 2918.

4.3.2. DfT Circular 01/22 requires motorway truckstops to provide the same level of facilities as a standard MSA. Therefore, they may be included on a sign to diagram 2917.1 shown in Figure 4.6.

4.3.3. Truckstop signs must consist of white text on a black background with a white border, complying with the provisions of Schedule 12, Part 22, item 3 as shown in Figure 4.14 (except when truckstops are displayed in sign diagram 2917.1 shown in Figure 4.6).

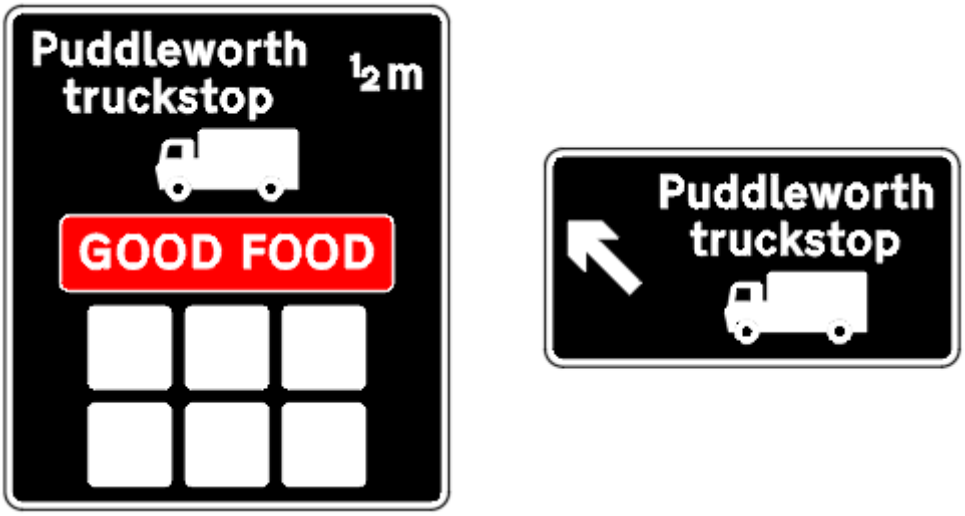

Figure 4.14 – Examples of motorway truckstop signs

4.3.4. The positioning requirements of the approach signing to a motorway truckstop should be the same as for an MSA.

4.3.5. Where a truckstop is located offline, the distance shown on the sign should be to the exit datum point of the junction, rather than the overall distance to the truckstop, as drivers may otherwise pass the exit, believing there to be another access further along the motorway.

4.3.6. Truckstop panels as shown in Schedule 12, Part 9, item 5 are permitted in standard motorway direction signs as shown in the examples in Figure 4.15.

Figure 4.15 – Examples of truckstop panels in motorway direction signs

4.3.7. Continuity signing on local roads should be provided either by means of signs to Schedule 12, Part 22, item 3, or by adding black panels to standard directional signing as shown in the examples in Figure 4.16.

4.3.8. The panel, in each of the signs in Figure 4.16, may be varied to the word ‘Truckstop’ or a geographical name and ‘truckstop’ with or without the lorry symbol.

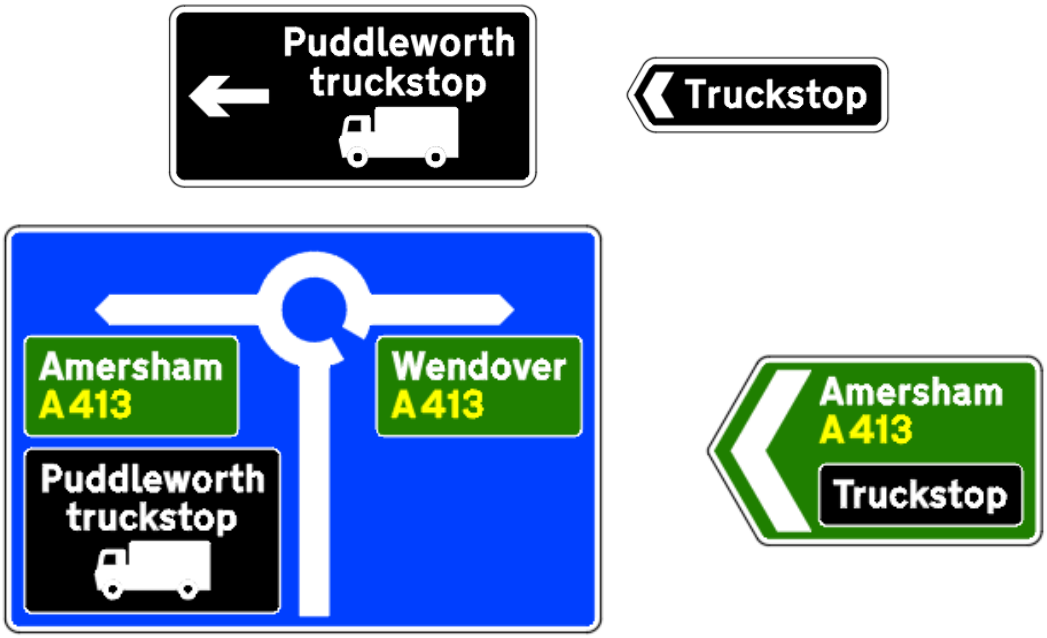

Figure 4.16 – Examples of continuity signs for a truckstop

Motorway schematic layouts

4.4. Approach to a motorway service area (MSA)

4.4.1. On the approach to an MSA, signs should normally be placed at 1 mile, ½ mile, at the diverge, and on the exit nosing. Figure 4.17 shows the schematic layout.

4.4.2. A sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1, should be located 1 mile prior to the exit datum point, as shown in Figure 4.17. If it is not possible to locate the sign 1 mile from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 12, Part 26, item 1 (permitted variant 3). The only distance less than 1 mile that is permitted is ⅔ mile, with distances greater than 1 mile being expressed to the nearest mile.

4.4.3. As shown in Figure 4.17, a sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA. Where the sign to diagram 2917.1 has been placed at 1 mile from the exit datum point, this sign should be located ½ mile from the exit datum point. Where the sign to diagram 2917.1 has been placed at ⅔ mile, this sign should be placed at ⅓ mile. Where the sign to diagram 2917.1 has been placed at a distance greater than 1 mile, the alternative distances available for positioning this sign are given in Schedule 18 Part 3 item 7, however, this sign should always be closer to the exit datum point than the sign to diagram 2917.1.

4.4.4. As shown in Figure 4.17, at the exit datum point to the entrance to the MSA, a final sign to diagram A of Schedule 12 Part 22 item 1 should be provided.

4.4.5. A confirmatory sign should be located at the back of the exit nosing as shown in Figure 4.17. This sign must not include a geographical name, header board or symbols.

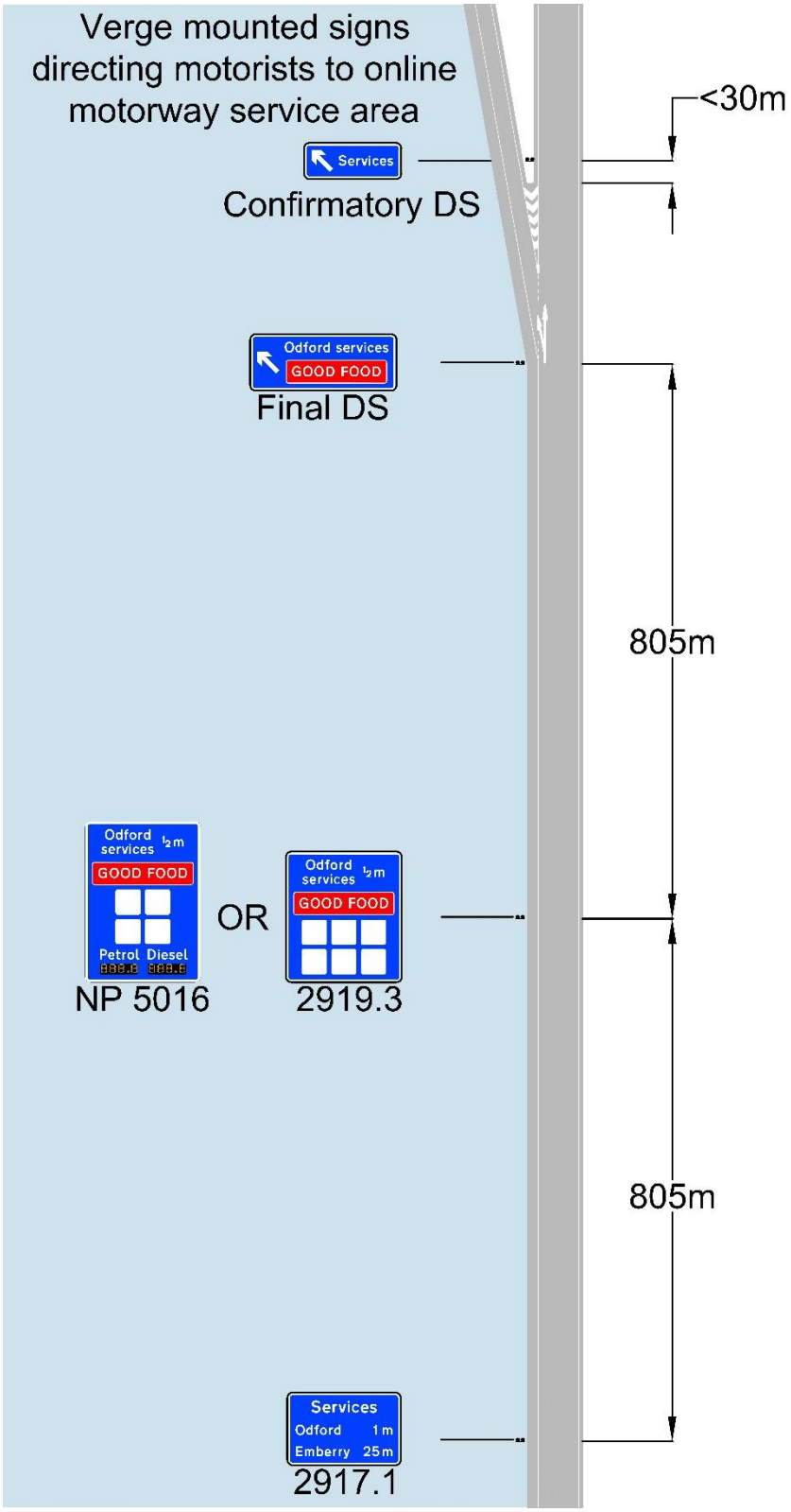

Figure 4.17 – Approach to a MSA

4.5. Approach to a motorway service area (MSA) at a taper diverge junction

4.5.1. On the approach to an MSA at a taper diverge junction, services signs should normally be placed at 2 miles, 1½ miles and between the secondary and final standard advance direction sign (ADS). Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign between the secondary and final standard ADS may be omitted. Figure 4.18 shows the schematic layout for situations with either gantry or verge mounted standard ADS.

4.5.2. As shown in Figure 4.18, a sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 2 miles prior to the exit datum point. If it is not possible to locate the sign 2 miles from the exit datum point, the sign may be located at alternative distances in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.5.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA. Where the sign to diagram 2917.1 has been placed at 2 miles or more from the exit datum point, this sign should be located 1½ miles from the exit datum point. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.5.4. A final services sign to diagram A of Schedule 12, Part 22, item 1 may be provided between the secondary and final standard ADS. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign, as shown in Figure 4.18.

4.5.5. A confirmatory sign should be located at the back of the exit nosing as shown in Figure 4.18. This sign must not include a geographical name, header board or symbols.

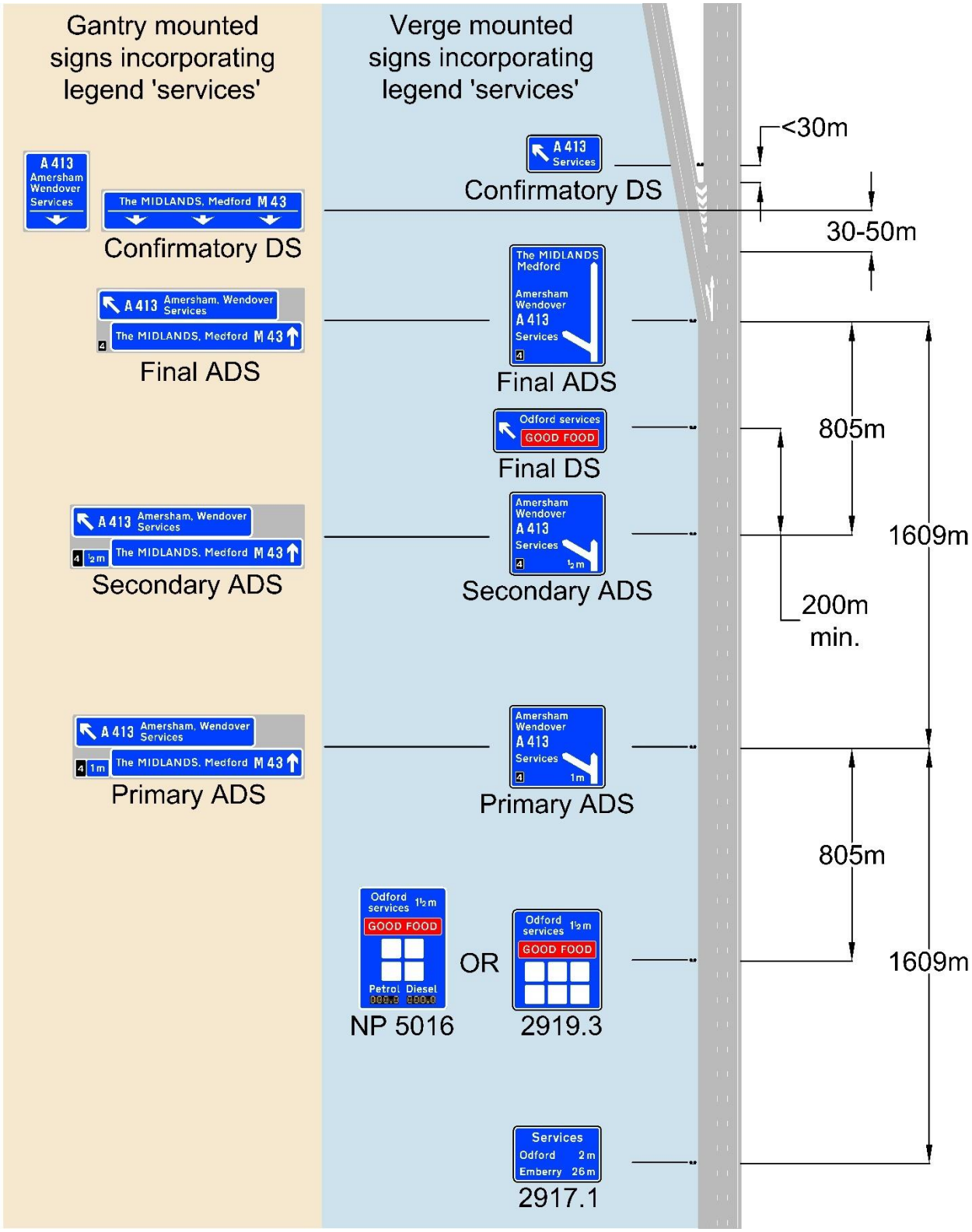

Figure 4.18 – Approach to an MSA at a taper diverge junction

4.6. Approach to a motorway service area (MSA) at a lane drop junction

4.6.1. On the approach to an MSA at a lane drop junction, services signs should normally be placed at 2 miles, 1½ miles and between the secondary and final standard advance direction sign (ADS). Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign, between the secondary and final standard ADS, may be omitted. Figure 4.20 shows two alternative schematic layouts for situations with either gantry or verge mounted standard ADS.

4.6.2. As shown in Figure 4.20, a sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 2 miles prior to the exit datum point. If it is not possible to locate the sign 2 miles from the exit datum point, the sign may be located at alternative distances in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.6.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA, as shown in Figure 4.20. Where the sign to diagram 2917.1 has been placed at 2 miles or more from the exit datum point, this sign should be located 1½ miles from the exit datum point. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.6.4. A final services sign to diagram A of Schedule 12, Part 22, item 1 may be provided between the secondary ADS and the final ADS. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign (as shown in Figure 4.20).

4.6.5. A confirmatory sign may be located at the back of the exit nosing as shown in Figure 4.20. This sign must not include a geographical name, header board or symbols.

4.6.6. Road markings to diagram 1035 may be added to this layout as shown in Figure 4.19. The markings must comply with Schedule 17, Part 7 or 8 as appropriate.

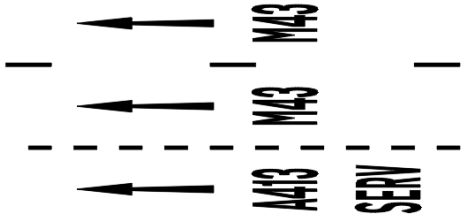

Figure 4.19 – Road markings on the approach to an MSA at a lane drop junction

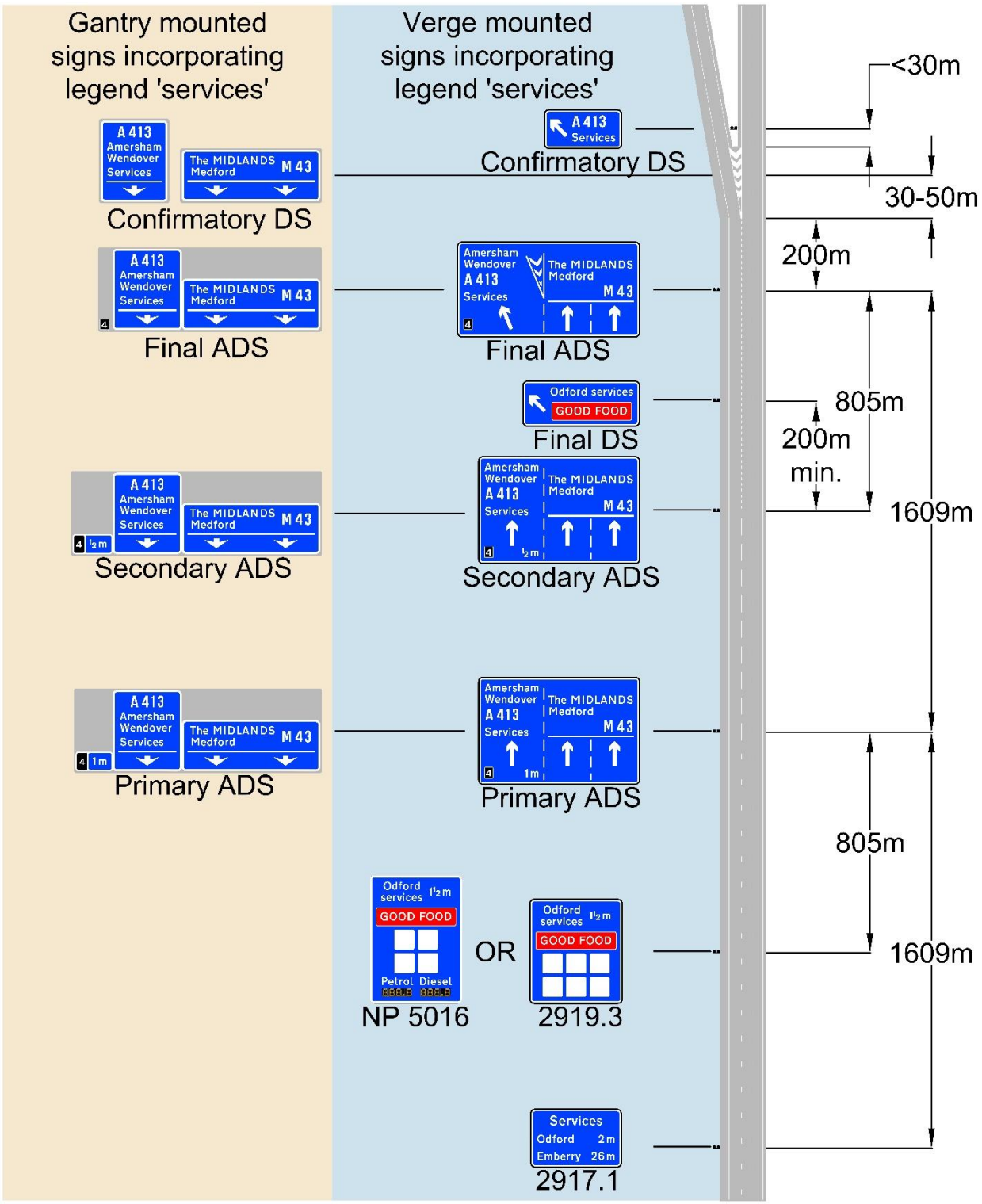

Figure 4.20 – Approach to an MSA at a lane drop junction

4.7. Approach to a motorway service area (MSA) at a ghost island double diverge junction

4.7.1. On the approach to an MSA at a ghost island double diverge junction, services signs should normally be placed at 2 miles, 1½ miles and between the secondary advance direction sign (ADS) and the ¼ mile tiger tail sign. Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign, between the secondary and final standard ADS, may be omitted. Figure 4.22 shows the schematic layout for situations with either gantry or verge mounted standard ADS.

4.7.2. A sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 2 miles prior to the exit datum point, as shown in Figure 4.22. If it is not possible to locate the sign 2 miles from the exit datum point, the sign may be located at alternative distances in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.7.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA. Where the sign to diagram 2917.1 has been placed at 2 miles or more from the exit datum point, this sign should be located 1½ miles from the exit datum point. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.7.4. A final services sign to diagram A of Schedule 12, Part 22, item 1 may be provided between the secondary ADS and final standard ADS. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign (as shown in Figure 4.22).

4.7.5. A confirmatory sign may be located at the back of the exit nosing as shown in Figure 4.22. This sign must not include a geographical name, header board or symbols.

4.7.6. Road markings to diagram 1035 may be added to this layout as shown in Figure 4.21. The markings must comply with Schedule 17, Part 7 or 8 as appropriate.

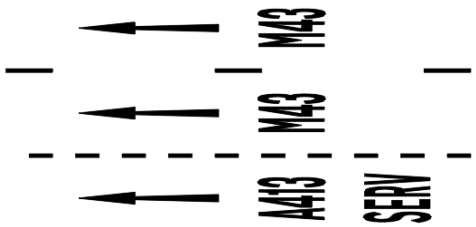

Figure 4.21 – Road markings on the approach to an MSA at a ghost island double diverge junction

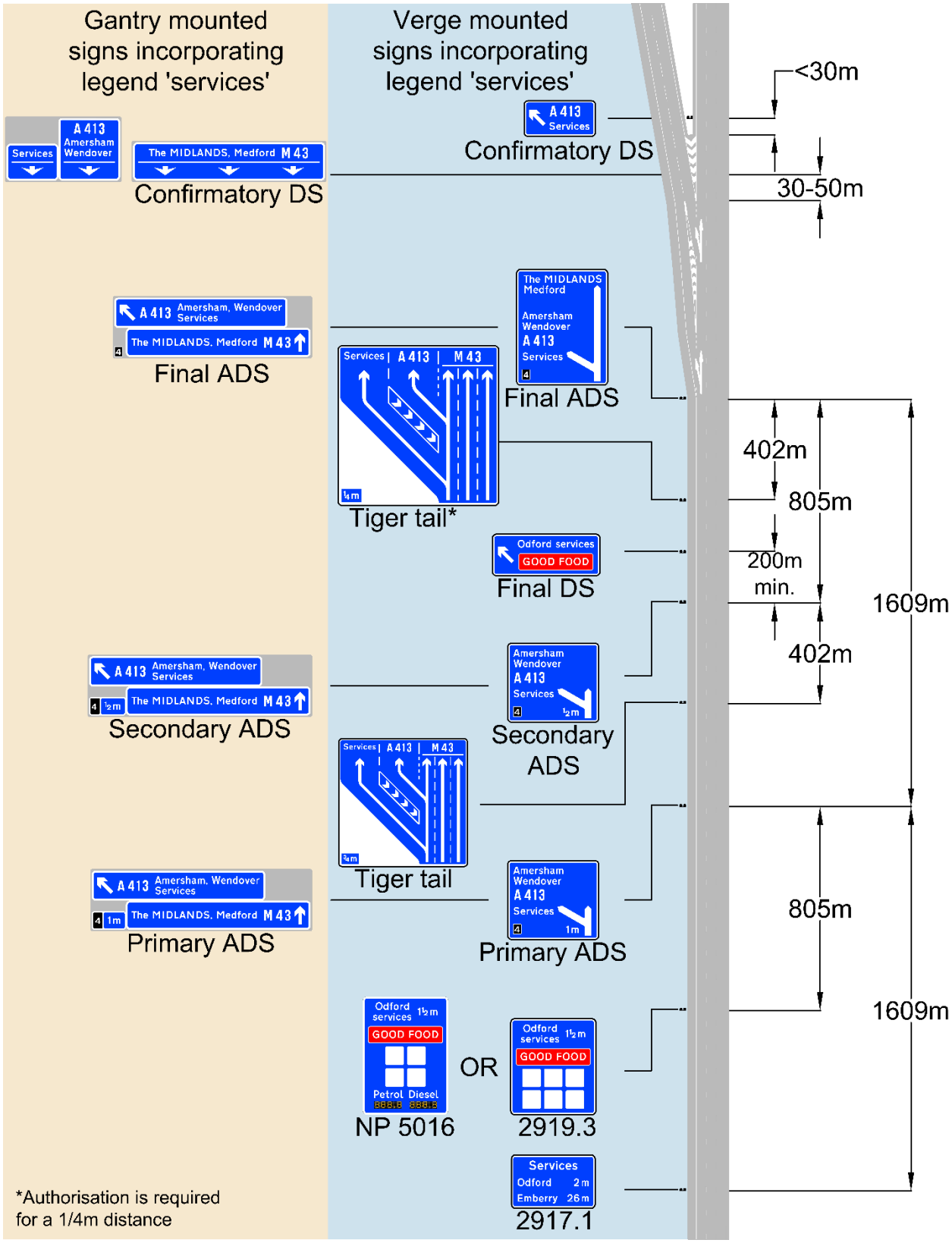

Figure 4.22 – Approach to an MSA at a ghost island double diverge junction

4.8. Approach to an MSA at a ghost island with lane drop and taper diverge junction

4.8.1. On the approach to an MSA at a 'ghost island with lane drop and taper diverge' junction, services signs should normally be placed at 2 miles, 1½ miles and between the secondary advanced direction sign (ADS) (or the ¾ mile tiger tail sign) and the ¼ mile tiger tail sign. Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign, between the secondary and final standard ADS, may be omitted. Figure 4.24 shows the schematic layout for situations with either gantry or verge mounted standard ADS.

4.8.2. A sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 2 miles prior to the exit datum point as shown in Figure 4.24. If it is not possible to locate the sign 2 miles from the exit datum point, the sign may be located at alternative distances in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.8.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA. Where the sign to diagram 2917.1 has been placed at 2 miles or more from the exit datum point, this sign should be located 1½ miles from the exit datum point, as shown in Figure 4.24. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.8.4. A final services sign to diagram A of Schedule 12, Part 22, item 1 may be provided between the secondary ADS (or ¾ mile tiger tail sign) and the ¼ mile tiger tail sign, as shown in Figure 4.24. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

4.8.5. Road markings to diagram 1035 may be added to this layout as shown in Figure 4.23. The markings must comply with Schedule 17, Part 7 or 8 as appropriate.

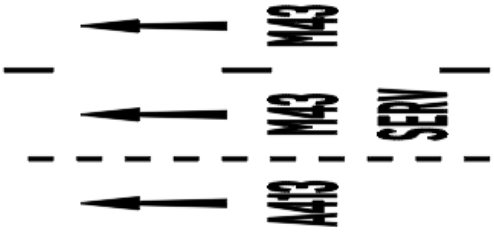

Figure 4.23 – Road markings on the approach to an MSA at a ghost island with lane drop and taper diverge junction

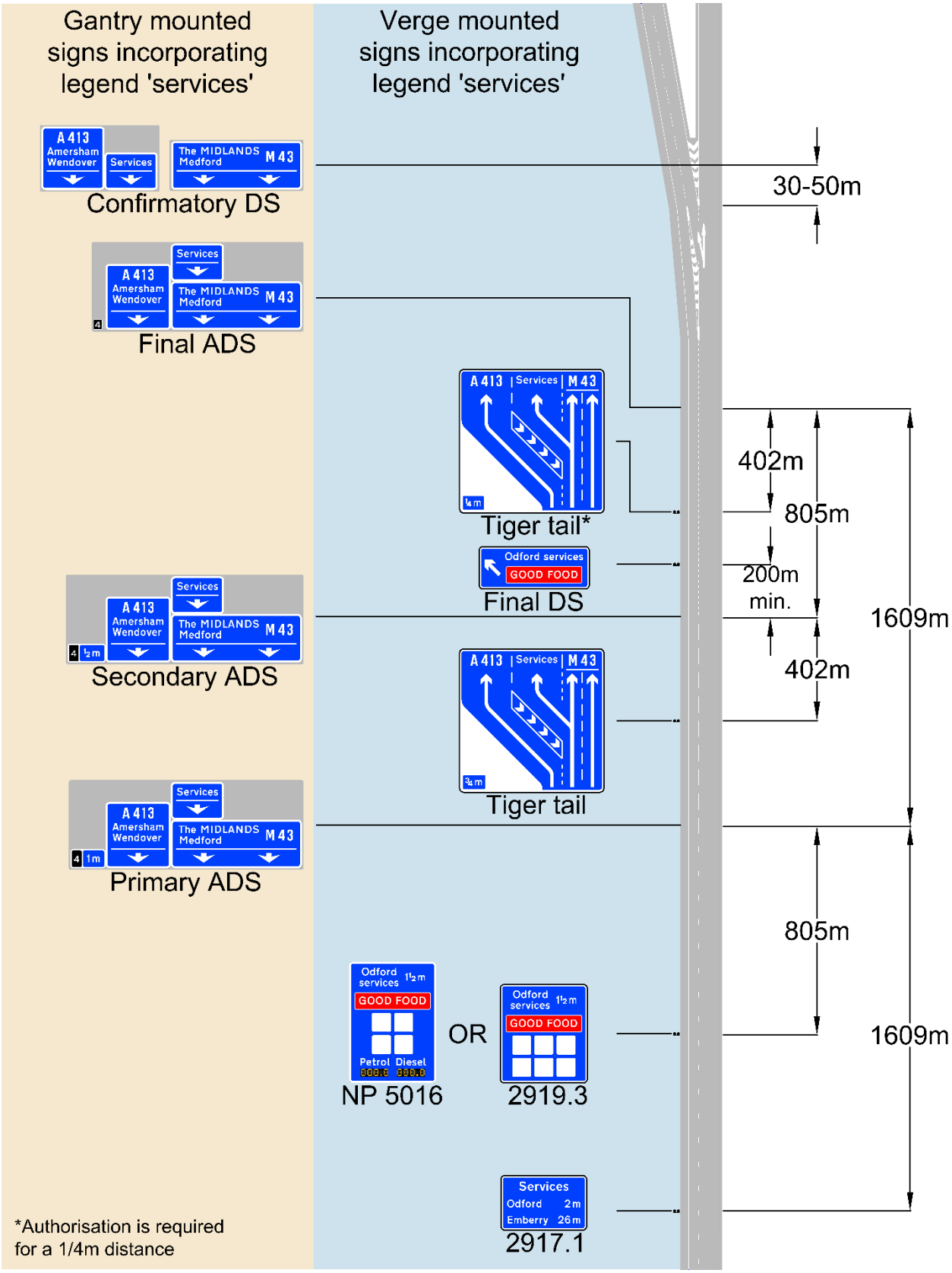

Figure 4.24 – Approach to an MSA at a ghost island with lane drop and taper diverge junction

4.9. Approach to a motorway service area (MSA) at a closely spaced junction – taper diverge followed by a lane drop

4.9.1. On the approach to an MSA at a closely spaced junction of a taper diverge followed by a lane drop, where the services exit is at the lane drop, services signs should normally be placed at 3 miles and 2 miles prior to the primary standard ADS for the lane drop exit. Due to the complexity of the junction, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is not possible, guidance from National Highways signing specialists should be sought. Figure 4.26 shows the schematic layout and, for clarity, only shows gantry ADS.

4.9.2. Figure 4.26 shows that a sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 3 miles prior to the lane drop exit datum point. If it is not possible to locate the sign 3 miles from the exit datum point, the sign may be located at a greater distance in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.9.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA, as shown in Figure 4.26. Where the sign to diagram 2917.1 has been placed at 3 miles or more from the lane drop exit datum point, this sign should be located 2 miles from the lane drop exit datum point. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.9.4. A final services sign to diagram A of Schedule 12, Part 22, item 1 may be provided prior to the final standard ADS for the lane drop exit. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

4.9.5. Road markings to diagram 1035 may be added to this layout as shown in Figure 4.25. The markings must comply with Schedule 17, Part 7 or 8 as appropriate.

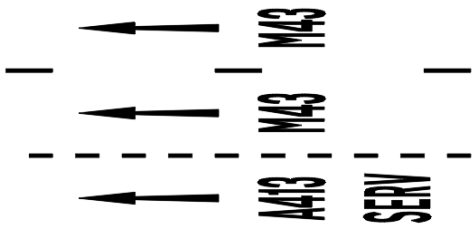

Figure 4.25 – Road markings on the approach to an MSA at a closely spaced junction – taper diverge followed by a lane drop

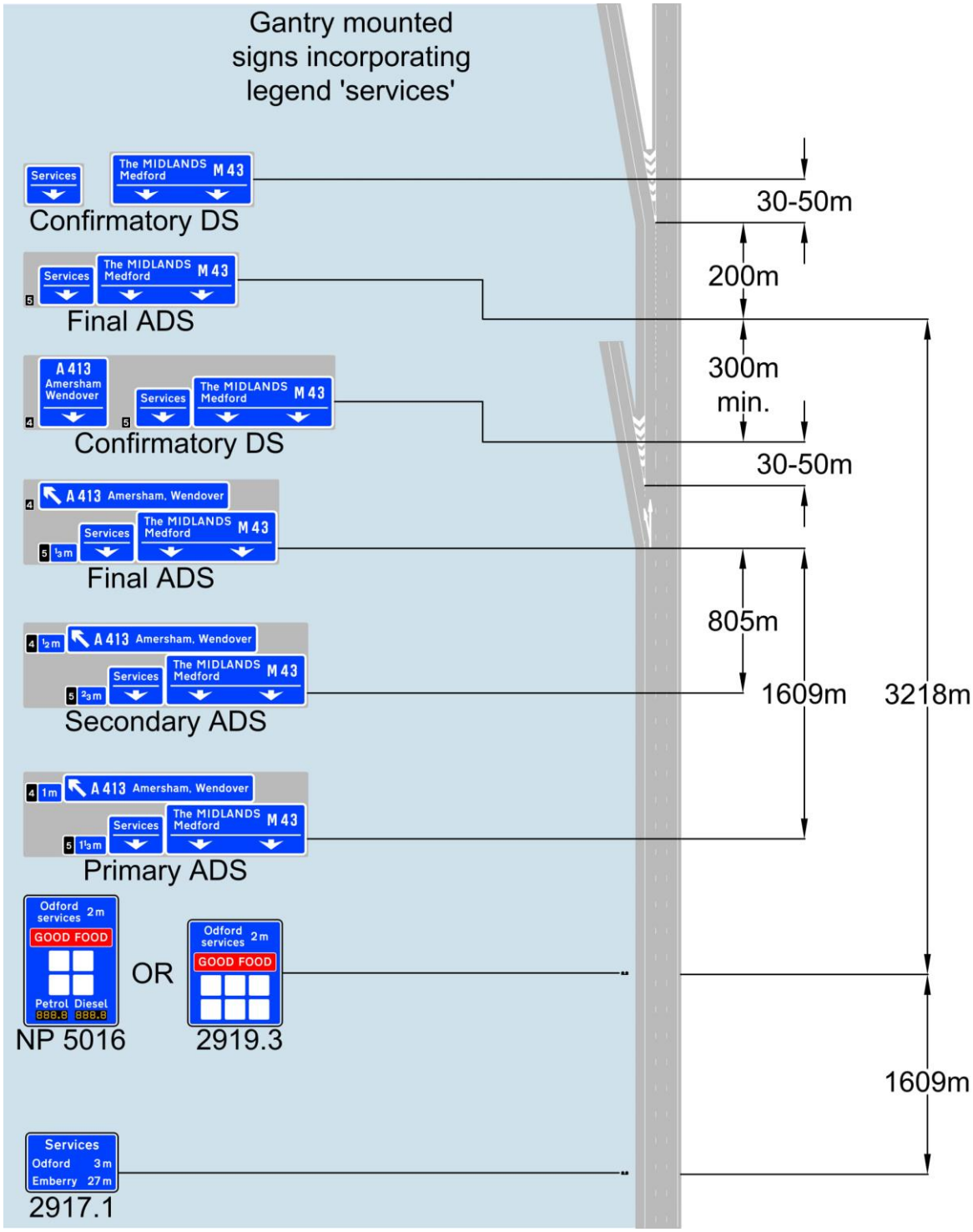

Figure 4.26 – Approach to an MSA at a closely spaced junction – taper diverge followed by a lane drop

4.10. Approach to a motorway service area (MSA) at a closely spaced junction – lane drop followed by a taper diverge

4.10.1. On the approach to an MSA at a closely spaced junction of a lane drop followed by a taper diverge, where the services exit is at the taper diverge, services signs should normally be placed at 3 miles and 2 miles prior to the primary standard ADS for the taper diverge. Due to the complexity of the junction, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is not possible, guidance from National Highways signing specialists should be sought. Figure 4.28 shows the schematic layout and, for clarity, only shows gantry ADS.

4.10.2. A sign to diagram 2917.1, as shown in Schedule 12, Part 26, item 1 should be located 3 miles prior to the taper diverge exit datum point, as shown in Figure 4.28. If it is not possible to locate the sign 3 miles from the exit datum point, the sign may be located at a greater distance in accordance with Schedule 12, Part 26, item 1 (permitted variant 3).

4.10.3. A sign to diagram A of Schedule 12, Part 22, item 1 should be provided on the approach to each MSA. Where the sign to diagram 2917.1 has been placed at 3 miles or more from the diverge exit datum point, this sign should be located 2 miles from the taper diverge exit datum point. Where this is not possible, alternative distances are given in Schedule 18, Part 3, item 7. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

4.10.4. A final services direction sign to diagram A of Schedule 12, Part 22, item 1 may be provided prior to the final standard ADS for the taper diverge exit, as shown in Figure 4.28. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

4.10.5. Road markings to diagram 1035 may be added to this layout as shown in Figure 4.27. The markings must comply with Schedule 17, Part 7 or 8 as appropriate.

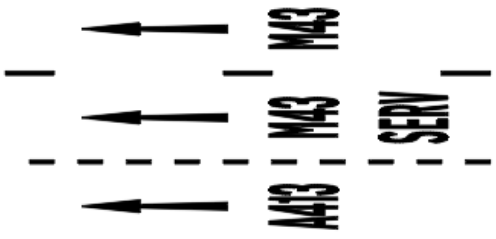

Figure 4.27 – Road markings on the approach to an MSA at a closely spaced junction – lane drop followed by a taper diverge

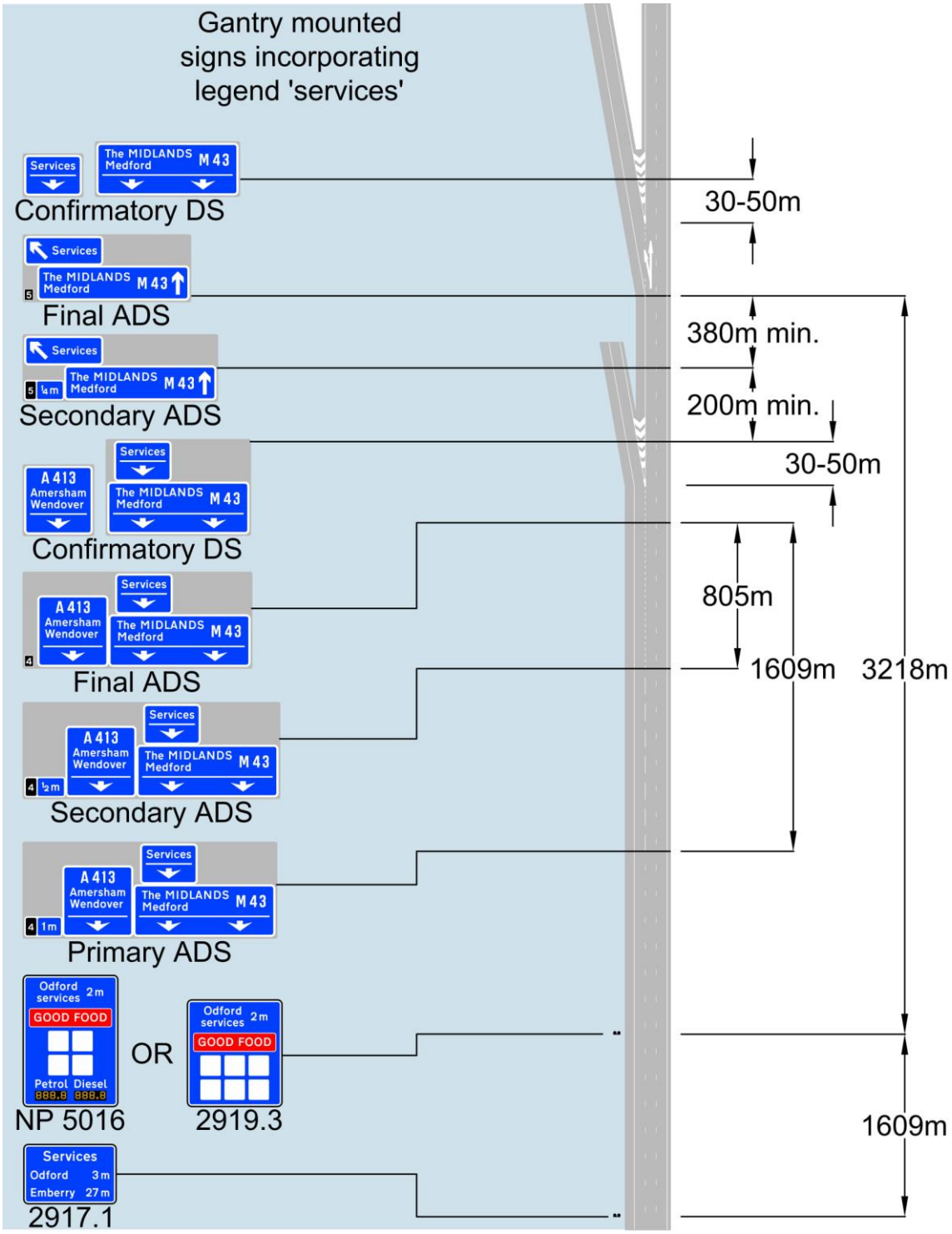

Figure 4.28 - Approach to an MSA at a closely spaced junction – lane drop followed by a taper diverge

4.11. Approach to an offline motorway service area (MSA)

4.11.1. The advance direction sign (ADS) on the motorway slip road should include ‘Services’ in white text on the blue background of the sign and should not be in a green or white panel, as shown in Figure 4.29.

4.11.2. The ensuing ADS on the primary or non-primary network should also have ‘Services’ included in a blue panel, as shown in Figure 4.29.

4.11.3. Figure 4.29 shows that the direction signs for the MSA, on the primary or non-primary network, may be either a separate white on blue sign or a blue panel within either a green or white background sign.

4.11.4. The MSA may be signed in advance on the all-purpose trunk road (APTR) approach roads, with signs being located at the appropriate distances shown in Section 5.5 of this document. These signs should have white text and symbols on a blue background and should not contain the corporate symbols included in Schedule 12, Part 24, items 11, 14 and 15. Nor should the unleaded fuel symbol in item 9 be included.

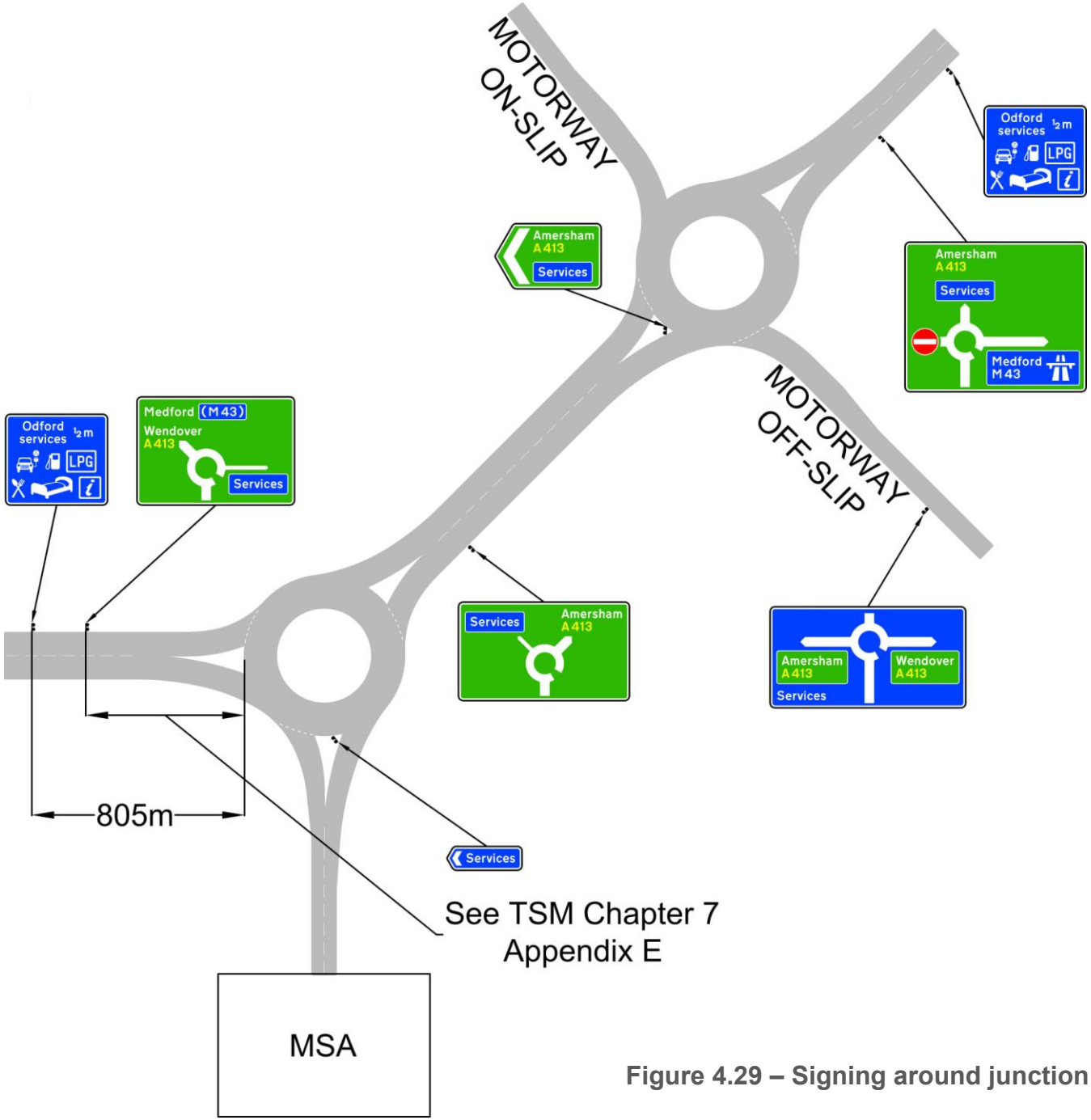

Figure 4.29 – Signing around junction to an offline MSA

5. All-purpose trunk road (APTR) service areas

5.1. General

5.1.1. As highlighted in Paragraph 1.1.2 of this document, in order to be eligible for signing on the APTR, services should meet the requirements for signing of facilities required by DfT Circular 01/22 'Strategic road network and the delivery of sustainable development'.

5.1.2. The sign faces must always consist of black text on a white background with a black border and comply with Schedule 12, Part 22, item 2, as shown in Figure 5.1.

Figure 5.1 - Services ½ mile sign with symbols

5.1.3. Where the services are not open 24 hours, the panel shown in Schedule 12, Part 24, item 16 should be included in the sign face, as shown in Figure 5.2.

Figure 5.2 – Services ½ mile sign not 24 hours

5.1.4. Where the services have only fuel available for 24 hours, the panel shown in Schedule 12, Part 24, item 17 should be included in the sign face, as shown in Figure 5.3.

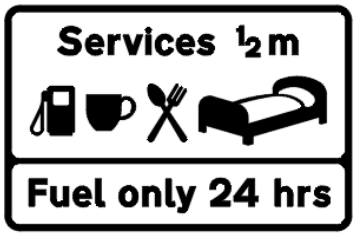

Figure 5.3 - Services ½ mile sign with only fuel available 24 hours

5.1.5. Where the services are not open to HGVs, the sign face should include the lorry symbol with the red bar shown in Schedule 12, Part 24, item 12, as shown in Figure 5.4.

Figure 5.4 - Services ½ mile sign with no HGVs symbol

5.1.6. Corporate logos are not permitted on service signs on the APTR.

5.1.7. Sections 5.3 to 5.7 of this document give further information and schematic layouts for the signing of APTR services.

5.2. All-purpose trunk road (APTR) truckstops

5.2.1. Where the services meet the requirements of the DfT Circular 01/22 ‘Strategic road network and the delivery of sustainable development’ and cater only for HGVs, the sign faces must consist of white text on a black background with a white border and comply with Schedule 12, Part 22, item 3, as shown in Figure 5.5.

5.2.2. The symbol shown in Schedule 12, Part 24, item 13 should be included in the sign face. The text ‘Lorries only’ may be added.

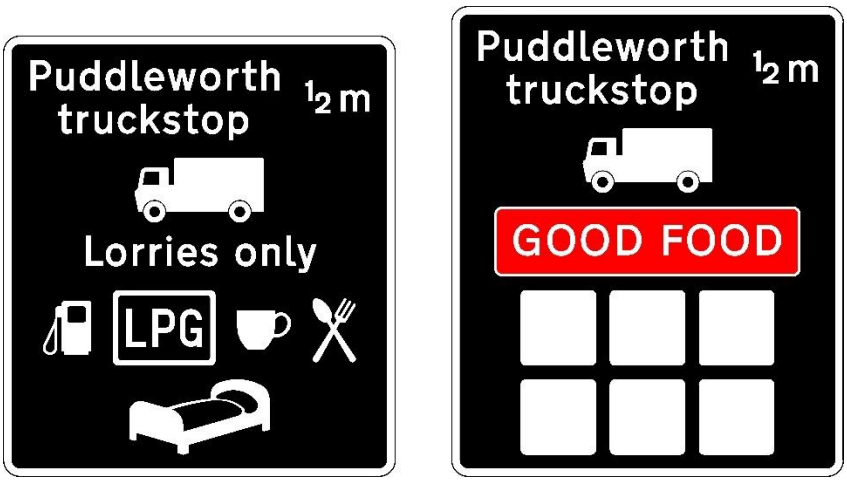

Figure 5.5 – Truckstop ½ mile ADS

5.2.3. Where the services are not open 24 hours, the panel shown in Schedule 12, Part 24, item 16 should be included in the sign face, shown in Figure 5.6.

Figure 5.6 – Truckstop ½ mile ADS where the services are not open 24 hours

5.2.4. Where the services have only fuel available for 24 hours, the panel shown in Schedule 12, Part 24, item 17 should be included in the sign face, as shown in Figure 5.7.

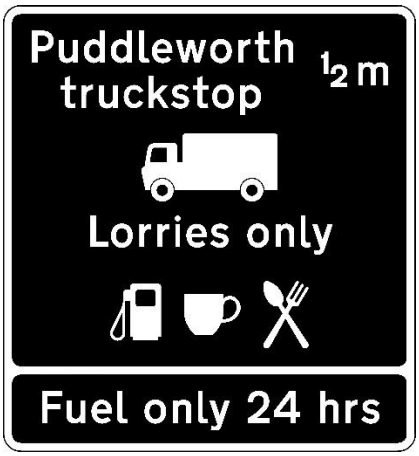

Figure 5.7 - Truckstop ½ mile ADS where only fuel is available 24 hours

5.2.5. Corporate logos are not permitted on truckstop signs on the APTR.

5.2.6. The information and schematic layouts for the signing of APTR services in sections 5.3 to 5.7 also applies to APTR truckstops, however, the sign faces will be as described in paragraph 5.2.1.

5.3. Approach to a service area with direct at-grade access from an all-purpose dual carriageway trunk road with three lanes or more

5.3.1. For services accessed via a grade separated junction on the all-purpose trunk road (APTR) network, see Section 5.6 of this document.

5.3.2. On the approach to a service area on a dual 3 lane APTR, signs should normally be placed at 1 mile, ½ mile, at the diverge and on the exit nosing. Figure 5.9 shows the schematic layout of these signs.

5.3.3. A primary services sign to diagram A Schedule 12, Part 22, item 2 should be provided 1 mile prior to the exit datum point. This sign should show the legend 'Services', the distance to the exit datum point and an inclined directional arrow. 'Services' may be varied to the geographical name and 'services'. If it is not possible to locate the sign 1 mile from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 18, Part 3, item 7. The alternative distance should take into account the location of the secondary sign.

5.3.4. Where the primary sign has been placed 1 mile from the exit datum point, a secondary sign should be provided ½ mile prior to the exit datum. Where the primary sign has been placed at a distance other than 1 mile, this sign should be placed using the alternative distances given in Schedule 18, Part 3, item 7, however, this sign should always be closer to the exit datum point than the primary sign. This sign should be to diagram A of Schedule 12, Part 22, item 2, showing the symbols of the available facilities and the distance to the exit datum point.

5.3.5. At the exit datum point to the entrance to the service area, a final ADS to diagram A of Schedule 12, Part 22, item 2 should be provided. This sign may also include the range of symbols shown on the ½ mile advance direction sign, and the symbols should be the same on both signs. A sign of this type, incorporating symbols, should only be used where drivers are required to turn off the main road in order to reach services accessed from a minor road. They should not be used as a final sign at the entrance to a service area.

5.3.6. At the entrance to the service area itself, a sign to diagram A or B of Schedule 12, Part 22, item 2 should be used as appropriate for the road layout, as shown in Figure 5.8. This sign must not include a geographical name, header board or symbols.

Figure 5.8 – Signs at the entrance to a service area

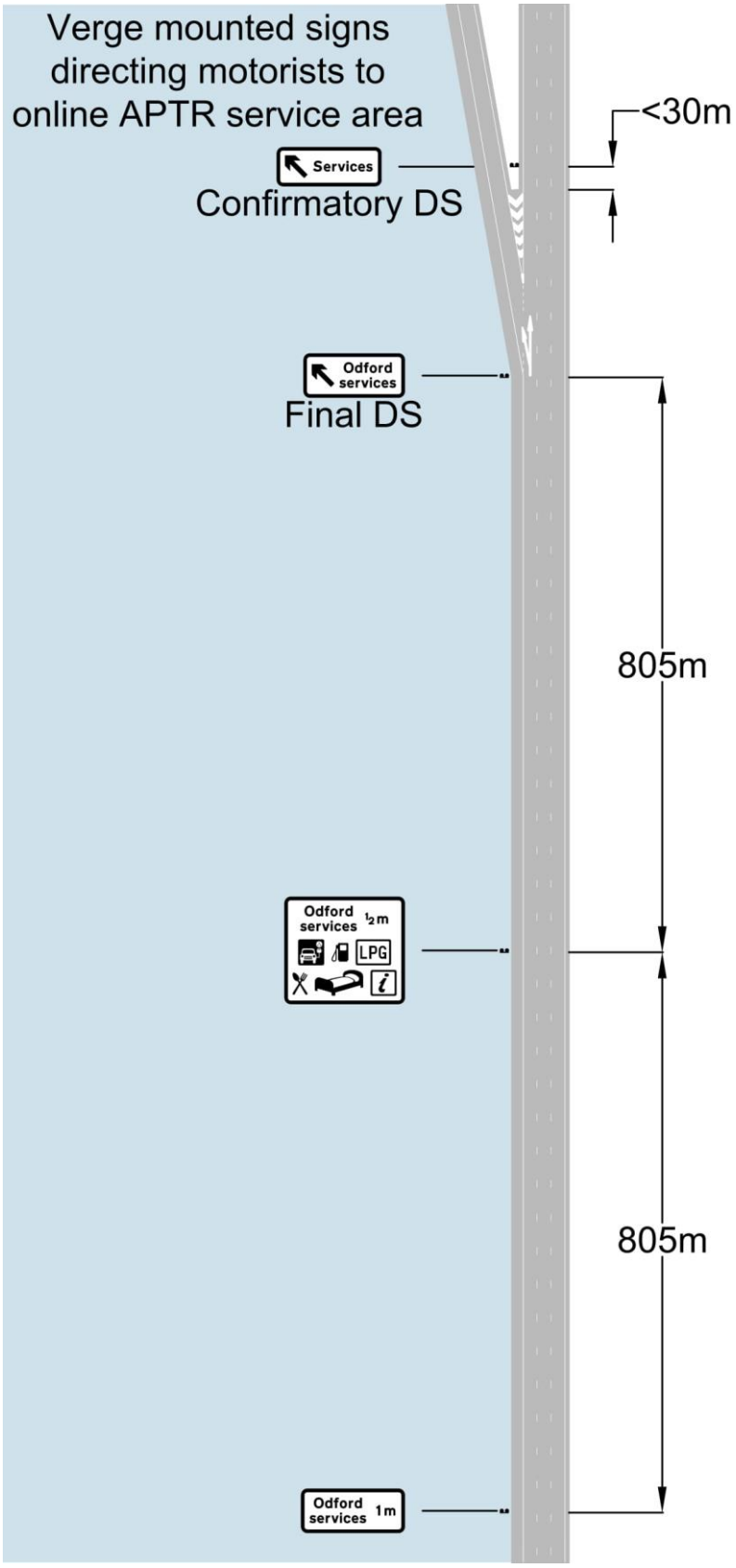

Figure 5.9 – Approach to an APTR services with direct access (three or more lanes)

5.4. Approach to a service area on an all-purpose dual carriageway trunk road with two lanes

5.4.1. On the approach to a service area on a dual two lane APTR, signs should normally be placed at ½ mile, at the diverge, and on the exit nosing. The signing layout is the same as shown in Figure 5.9, but with the omission of the 1-mile sign.

5.4.2. A primary services sign to diagram A Schedule 12, Part 22, item 2 should be provided ½ mile prior to the exit datum point. This sign should show the legend 'Services', the symbols of the available facilities and the distance to the exit datum point. 'Services' may be varied to the geographical name and 'services'. If it is not possible to locate the sign ½ mile from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 18, Part 3, item 7.

5.4.3. At the exit datum point to the entrance to the service area, a final destination sign (DS) to diagram A of Schedule 12, Part 22, item 2 should be provided. This sign may also include the range of symbols shown on the ½ mile advance direction sign, and the symbols should be the same on both signs. A sign of this type, incorporating symbols, should only be used where drivers are required to turn off the main road in order to reach services accessed from a minor road. They should not be used as a final sign at the entrance to a service area.

5.4.4. At the entrance to the service area itself, a sign to diagram A or B of Schedule 12, Part 22, item 2 should be used as appropriate for the road layout, as shown in Figure 5.10. This sign should not include a geographical name, header board or symbols.

Figure 5.10 – Signs at the entrance to a service area

5.5. Approach to a service area on a single carriageway all-purpose trunk road (APTR)

5.5.1. On the approach to a service area on a single lane APTR, an ADS should normally be placed in advance of the entry into the services in accordance with Table 5.1 below.

85th percentile approach speed of cars	Distance of sign from entry datum to services
30 to 40mph	90m
40 to 50mph	90-150m
50 to 60mph	150-225m

Table 5.1 - Location of ADS on approach to services on single lane APTR

5.5.2. This sign should be in accordance with the requirements of diagram A Schedule 12, Part 22, item 2. It should show the legend 'Services' and the symbols of the available facilities. 'Services' may be varied to the geographical name and 'Services'. A distance should not be included on this sign.

5.5.3. At the entrance to the services area itself, a direction sign should be used as appropriate for the road layout.

5.6. Approach to a service area at a taper diverge junction on an all-purpose dual carriageway trunk road with 3 lanes or more

5.6.1. On the approach to a service area at a taper diverge junction on a dual 3 lane APTR, where there is a 1-mile standard ADS, services signs should normally be placed at 2 miles, 1½ miles and between the secondary and final standard ADS. Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign, between the secondary and final standard ADS, may be omitted. Figure 5.11 shows the schematic layout of these signs for situations with either gantry or verge mounted standard ADS.

5.6.2. A primary services sign to diagram A Schedule 12, Part 22, item 2 should be provided 2 miles prior to the exit datum. This sign should show the legend 'Services', the distance to the exit datum point and an inclined directional arrow. 'Services' may be varied to the geographical name and 'services'. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

5.6.3. A secondary services sign to diagram A Schedule 12, Part 22, item 2 should be provided 1½ miles prior to the exit datum point. This sign should show the legend 'Services', the symbols of the available facilities and the distance to the exit datum point. 'Services' may be varied to the geographical name and 'services'. If it is not possible to locate the sign 1½ miles from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 18, Part 3, item 7.

5.6.4. A final services ADS to diagram A of Schedule 12, Part 22, item 2 may be provided prior to the final standard ADS for the taper diverge exit. This sign may also include the range of symbols shown on the 1½ miles advance direction sign, and the symbols should be the same on both signs. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

5.6.5. A confirmatory direction sign should be located at the back of the exit nosing as shown in Figure 5.11. This sign must not include a geographical name, header board or symbols.

5.6.6. Where the approach to a service area at a taper diverge junction is on a dual two lane APTR and there is only a ½ mile standard ADS, services signs should normally be placed at 1 mile, and between the ½ mile and final standard ADS, with the sign face and other details as described in paragraphs 5.6.3 and 5.6.4 of this document.

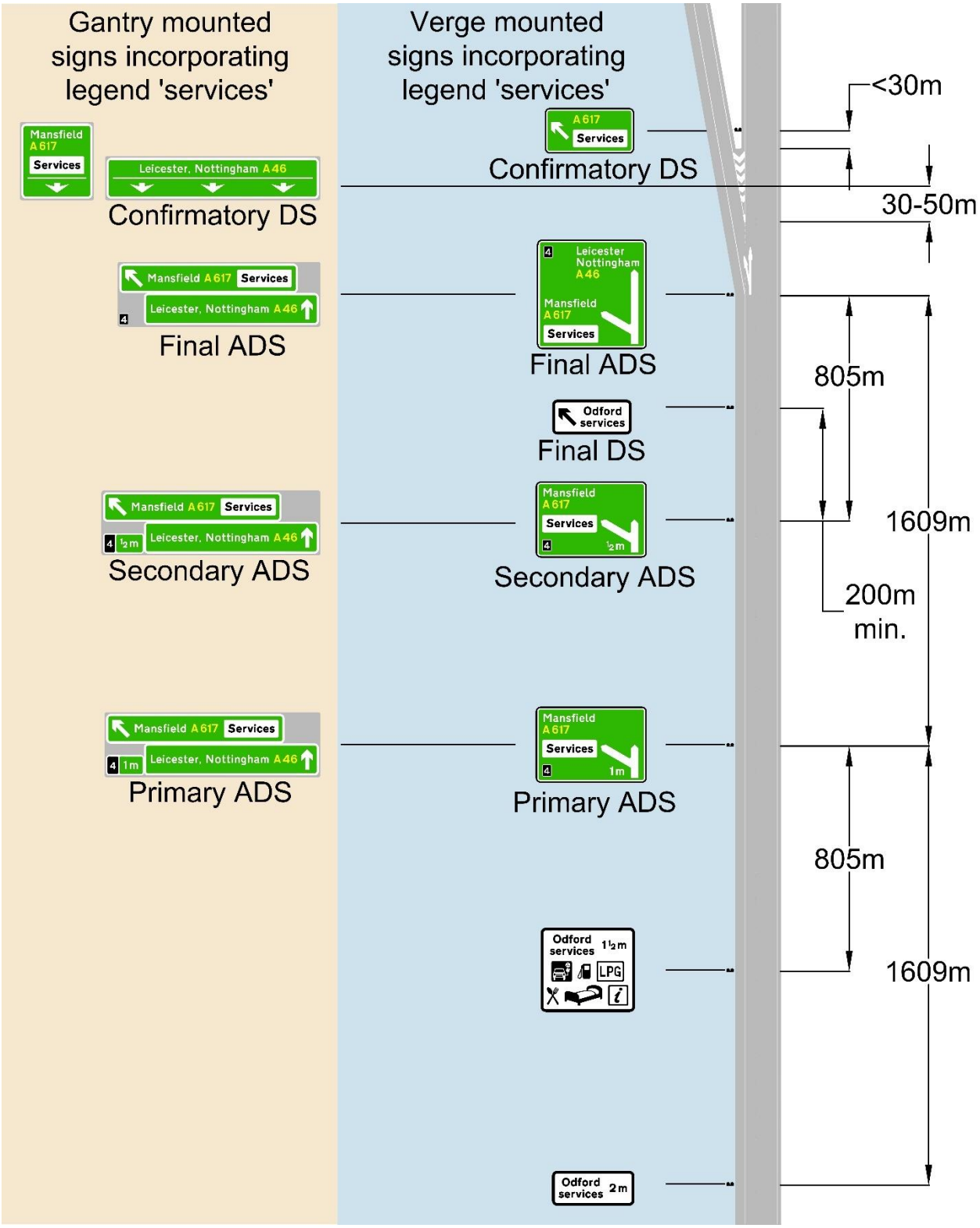

Figure 5.11 – Approach to an APTR services at a taper diverge junction

5.7. Approach to a service area at a lane drop junction on an all-purpose dual carriageway trunk road with three lanes or more

5.7.1. On the approach to a service area at a lane drop junction on a dual three lane APTR, services signs should normally be placed at 2 miles, 1½ miles and between the secondary and final standard ADS. Additionally, where possible, the destination 'Services' should be added to the standard directional signing on the approach to the junction. Where adding 'Services' to the standard signs is possible, the final services sign, between the secondary and final standard ADS, may be omitted. Figure 5.12 shows the schematic layout of these signs for situations with either gantry or verge mounted standard ADS.

5.7.2. A primary services sign to diagram A Schedule 12, Part 22, item 2 should be provided 2 miles prior to the exit datum. This sign should show the legend 'Services' and the distance to the exit datum point. 'Services' may be varied to the geographical name and 'services'. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

5.7.3. A secondary services sign to diagram A Schedule 12, Part 22, item 2 should be provided 1½ miles prior to the exit datum point. This sign should show the legend 'Services', the symbols of the available facilities and the distance to the exit datum point. 'Services' may be varied to the geographical name and 'services'. If it is not possible to locate the sign 1½ miles from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 18, Part 3, item 7.

5.7.4. A final services ADS to diagram A of Schedule 12, Part 22, item 2 may be provided prior to the final standard ADS. This sign may also include the range of symbols shown on the 1½ miles advance direction sign, and the symbols should be the same on both signs. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

5.7.5. A confirmatory direction sign should be located at the back of the exit nosing as shown in Figure 5.12. This sign should not include a geographical name, header board or symbols.

5.7.6. Where the approach to a service area at a lane drop junction is on a dual two lane APTR and there is only a ½ mile standard ADS, services signs should normally be placed at 1 mile, and between the ½ mile and final standard ADS, with the sign face and other details as described in paragraphs 5.7.3 and 5.7.4 of this document.

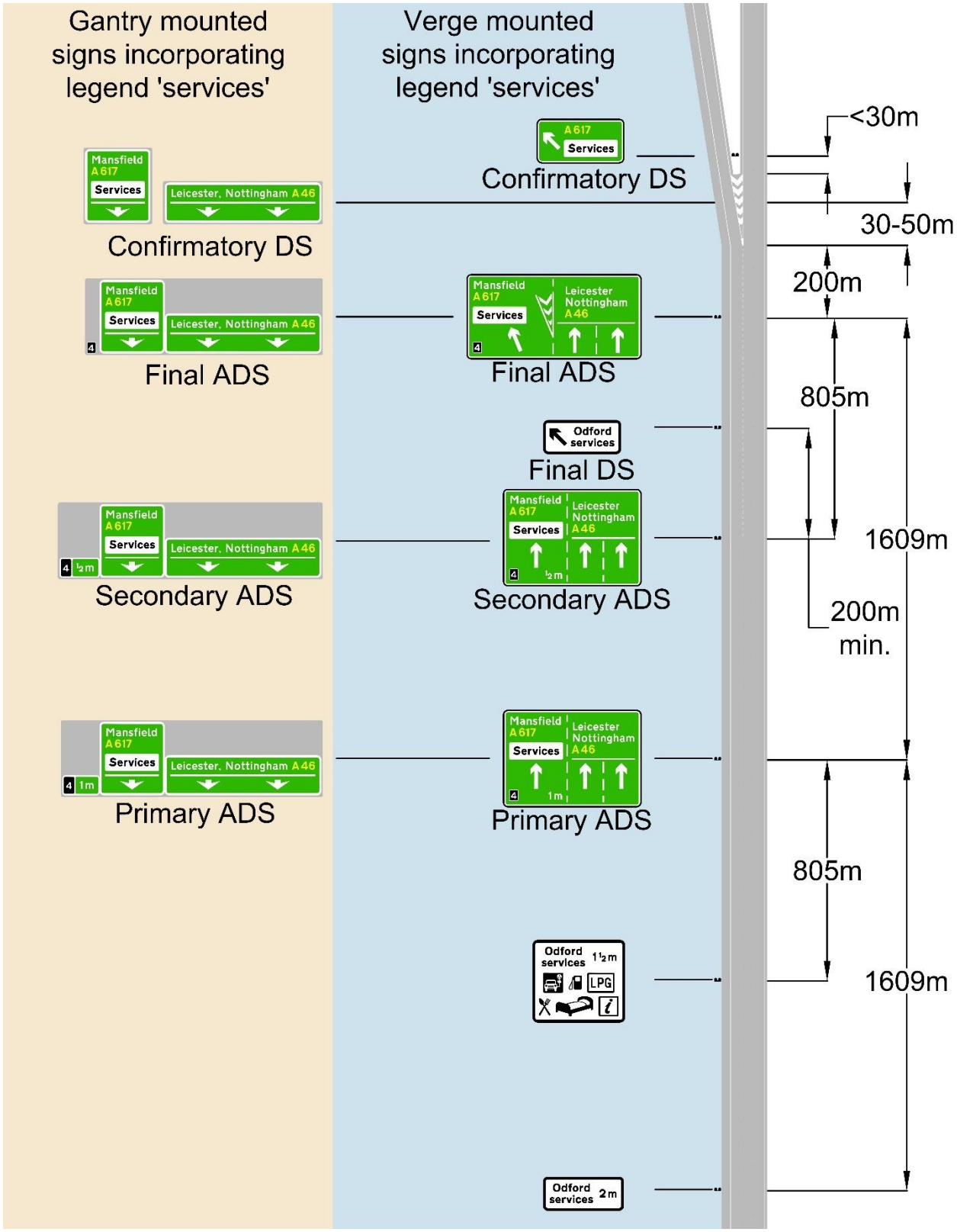

Figure 5.12 – Approach to an APTR services at a lane drop junction

6. All-purpose trunk road (APTR) electric vehicle (EV) hubs

6.1. General

6.1.1. EV hubs are intended to support the transition to zero-emission transport by offering rapid charging services without the provision of petrol or diesel fuels and should meet the minimum requirements for eligibility set out in Table 6.1.

6.2. Criteria

6.2.1. The primary purpose of the site should be for recharging and the facility must not be a destination in its own right.

6.2.2. All facilities should be self-contained, in close proximity to EV charging bays, with safe pedestrian access for all customers and no need to re-enter public roads.

6.2.3. Facilities should operate under a shared identity, with consistent management and signage compliant with the TSRGD current at the time of planning approval.

6.2.4. Table 6.1 gives the minimum criteria for the EV hub to be eligible for signing from the APTR. The maximum distance the hub should be sited from the trunk road is 1 mile driving distance and the return journey to the same junction must also be viable.

6.2.5. The minimum requirements for the EV hub to qualify for signing from the APTR are outlined in Table 6.1. However, there may be situations where other EV facilities require signage despite not meeting these criteria. In such cases, discretion may be exercised by the Area Team Route Manager for reasons related to traffic management or safety, or in consultation with relevant National Highways staff for other justifiable operational purposes.

Minimum facility level to be signed from the SRN	APTR EV hub
Available at least between 8am and 8pm on every day except Christmas Day, Boxing Day and New Year's Day	Mandatory
Free parking for a minimum of 2 hours for all vehicles permitted to use the facility	Mandatory
Provision of security monitoring equipment including appropriate lighting and CCTV systems	Mandatory
Free-to-use toilets with hand washing facilities, and at least 1 changing places toilet and 1 for people with disabilities, and no need to make a purchase during opening hours	Mandatory (allowing increased flexibility around changing places toilet for sites that are already built)
At least 12 open access 150kw+ charging connectors open 24hrs*	Mandatory
Hot drinks and cooked hot food available for purchase during all opening hours for consumption on the premises	Mandatory
Access to a free-of-charge telephone for emergency use, Wi-Fi and power points available for device charging	Mandatory
Use as an operating centre for the purposes of the Goods Vehicles (Licensing of Operators) Act 1995 or the Public Passenger Vehicles Act 1981	Prohibited
Minimum of 10 parking spaces for non-charging users with no requirement to use the facilities	Mandatory
Minimum of 3 parking spaces for disabled users for non-charging users with no requirement to use the facilities	Mandatory
Dedicated motorcycle parking with no requirement to use the facilities	Mandatory
Located within 1 mile of the SRN with ability to get back to where the driver left the SRN	Mandatory

Table 6.1 – Minimum requirements for EV hub to be eligible for signing from the APTR

*One charging podium can provide multiple chargepoints provided that each car connected could charge at 150+KW simultaneously

6.3. Signing

6.3.1. As EV hubs do not meet the criteria for standard service signing, they are not permitted to use the prescribed signs detailed in Schedule 12, Part 9, Item 9 or Schedule 12, Part 22, Item 2. To address this, National Highways has secured a network wide special authorisation applicable to the APTR network.

6.3.2. This authorisation permits 'EV hub' to be used wherever 'Services' would be used in Schedule 12, Part 9, Item 9 and in Schedule 12, Part 22, Item 2 This authorisation is only valid for signs on the National Highways Strategic Road Network. Any signs on local roads will require separate authorisation.

6.3.3. The sign faces must always consist of black text on a white background with a black border, examples of which are shown in Figures 6.1 and 6.2.

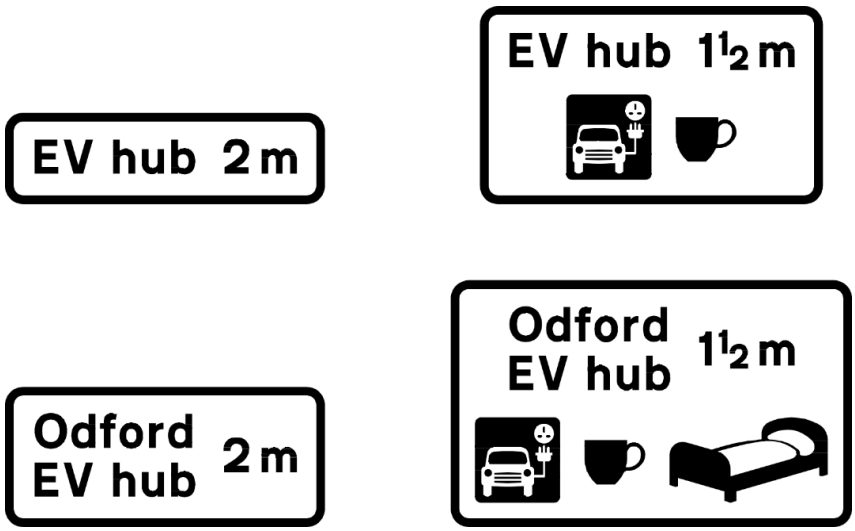

Figure 6.1 EV sign faces with distances

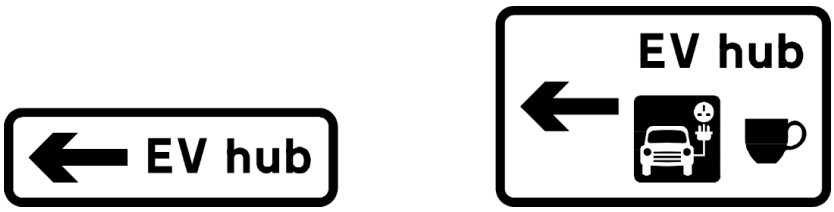

Figure 6.1 – Advance EV signs

6.3.4. Where ‘EV hub’ or are added to primary route signs they must be shown in a white panel on the green background, as shown in Figure 6.2.

6.4. Approach to an EV hub at a taper diverge junction on an all-purpose dual carriageway trunk road with 3 lanes or more

6.4.1. On the approach to an EV hub at a taper diverge junction on a dual 3-lane APTR, where there is a 1 mile standard ADS, EV hub signs should normally be placed at 2 miles, 1½ miles and between the secondary and final standard ADS. Additionally, where possible, the destination ‘EV hub’ should be added to the standard directional signing on the approach to the junction. Where adding ‘EV hub’ to the standard signs is possible, the final EV hub sign, between the secondary and final standard ADS, may be omitted. Figure 6.3 shows the schematic layout of these signs for situations with either gantry or verge mounted standard ADS.

6.4.2. A primary EV hub sign should be provided 2 miles prior to the exit datum. This sign should show the legend ‘EV hub’ along with the distance to the exit datum point. An inclined directional arrow may also be added. ‘EV hub’ may be varied to the geographical name and ‘EV hub’. If the sign cannot be located within 2 miles of the exit datum point and needs to be positioned further away, a non-prescribed signs authorisation will be required for the distance being greater than 2 miles. In this case, advice should be sought from National Highways traffic signs specialists.

6.4.3. A secondary EV hub sign should be provided 1½ miles prior to the exit datum point. This sign should show the legend ‘EV hub’, the symbols of the available facilities and the distance to the exit datum point. ‘EV hub’ may be varied to the geographical name and ‘EV hub’. If it is not possible to locate the sign 1½ miles from the services exit datum point, the sign may be located at alternative distances in accordance with Schedule 18, Part 3, item 7.

6.4.4. A final EV hub sign may be provided prior to the final standard ADS for the taper diverge exit. This sign may also include the range of symbols shown on the 1½ miles advance direction sign, and the symbols should be the same on both signs. This sign is not a requirement, however, if it is considered necessary, it should be a minimum of 200m from any other sign.

6.4.5. A confirmatory direction sign should be located at the back of the exit nosing as shown in Figure 6.3. This sign must not include a geographical name, header board or symbols.

6.4.6. Where the approach to a service area at a taper diverge junction is on a dual two lane APTR and there is only a ½ mile standard ADS, services signs should normally be placed at 1 mile, and between the ½ mile and final standard ADS, with the sign face and other details as described above.

6.4.7. The distance shown on the signs should always be measured to the exit datum and not the EV hub.

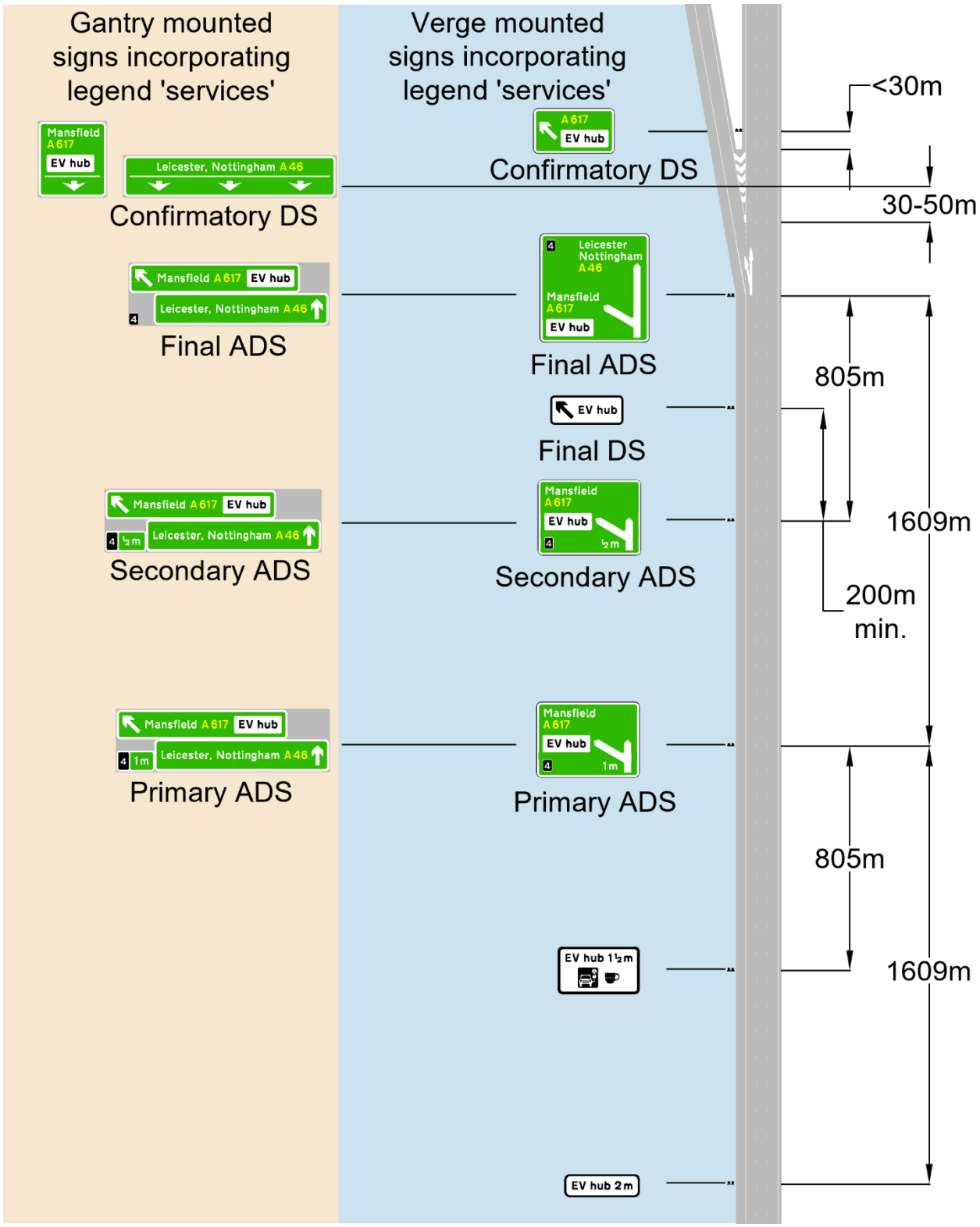

Figure 6.2 – Approach to an EV hub at a taper diverge junction

6.5. Approach to an EV hub

6.5.1. The ADS on the slip road should include ‘EV hub’ in black text in a white panel on the sign, as shown in Figure 6.4. If the slip road leads only to non-primary routes the sign background will be white and ‘EV hub’ should be added as a destination.

6.5.2. Continuity of signing is paramount, therefore any ensuing ADS on the primary or non-primary network should also have ‘EV hub’ included in a white panel, as shown in Figure 6.4 or on the white background of a non-primary sign.

6.5.3. Figure 6.4 shows that the direction signs for the EV hub on the primary or non-primary network, may be either a separate black on white sign or a white panel within a green background sign.

6.5.4. The EV hub may be signed in advance on the local approach roads, however, these will need to be agreed with the appropriate highway authority and will require non-prescribed signs authorisation as they will not be covered by the National Highways network wide special authorisation.

6.5.5. Figure 5 shows a simple T junction on a single carriageway road with the appropriate signing.

6.5.6. In each case, at the entrance to the hub, a sign appropriate to the road layout should be used, as shown in Figure 6.3. The sign must not include a geographical name.

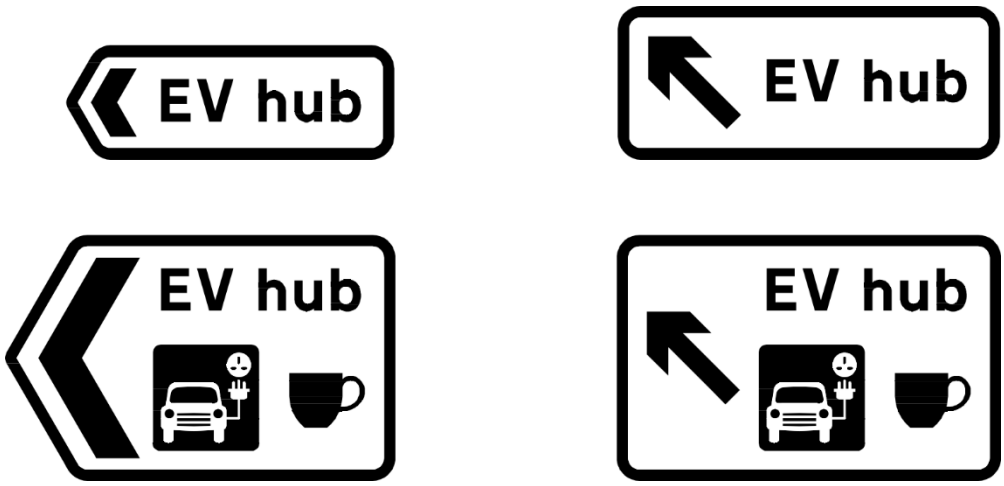

Figure 6.3 – Signs at the entrance to an EV hub

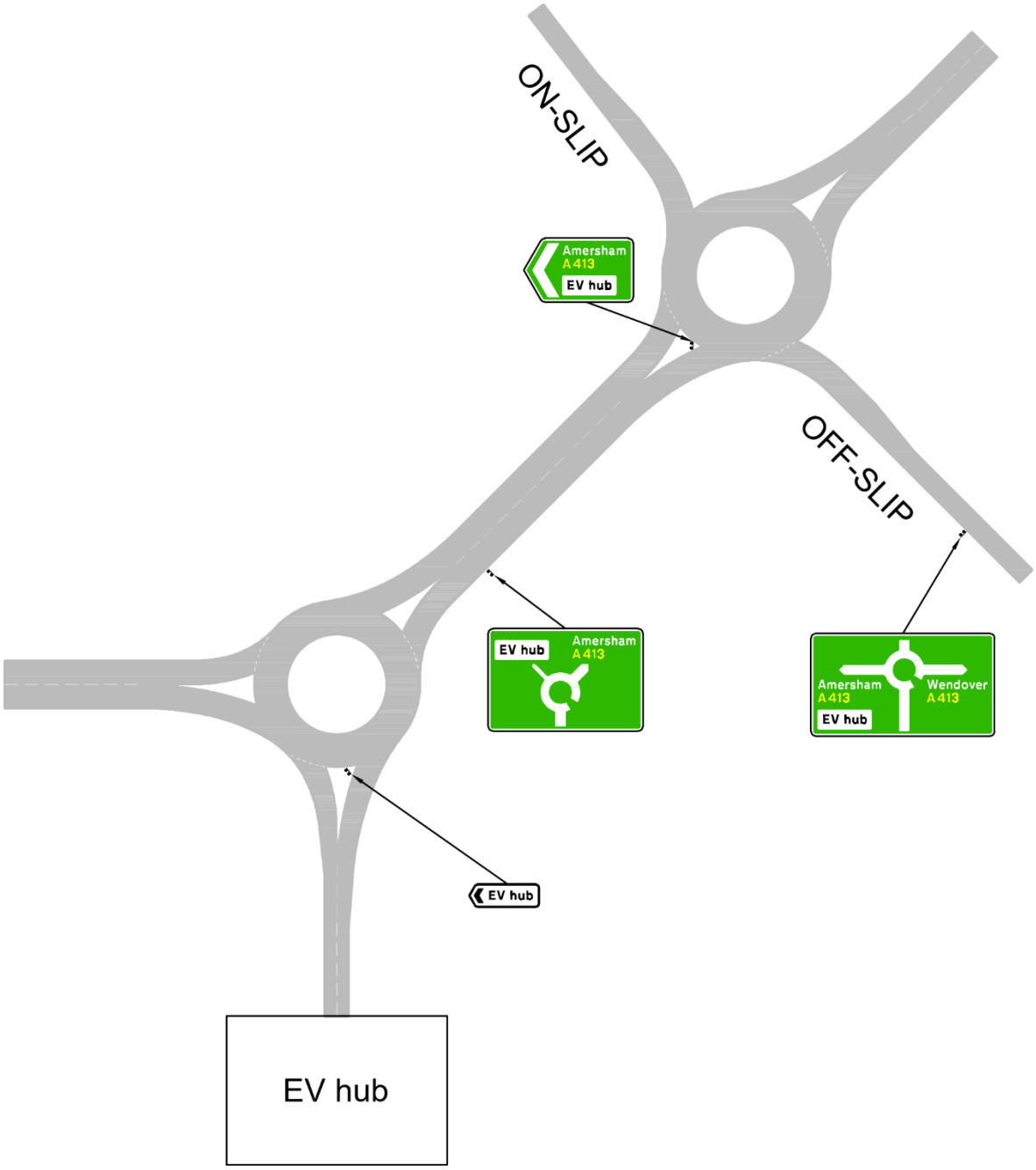

Figure 6.4 – Signing at the entrance and on approaches to an EV hub with access from a roundabout

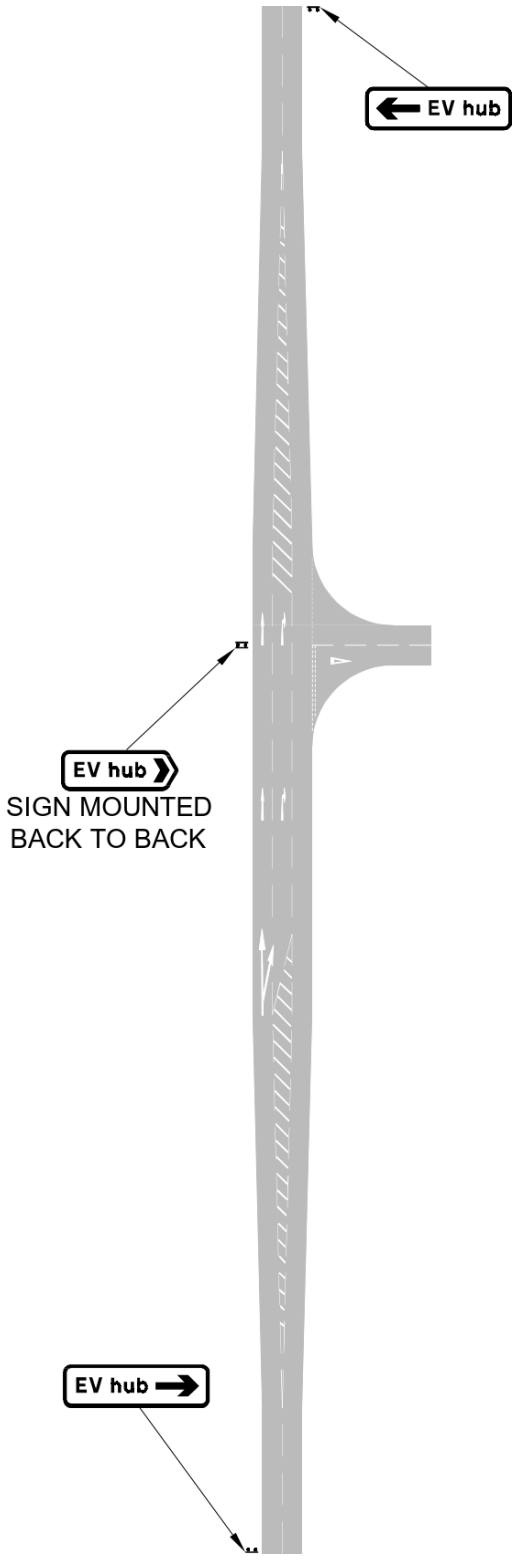

Figure 5.6 – Signing at the entrance and on approaches to an EV hub with access via a T junction on a single carriageway

7. Other issues

7.1. Local facilities

7.1.1. Signs to diagram 2308.1 in Schedule 12, Part 26, item 6 are permitted on the APTR network, however, their use needs to be carefully considered. As the facilities are not served directly from the APTR network, agreement should be obtained from the local authority as to their suitability.

7.1.2. The National Highways route manager should also be consulted, and funding arrangements agreed. The route manager can agree signs on the grounds of safety, traffic management or operational reasons.

7.1.3. Any proposals to sign local facilities from the APTR network should be in accordance with DfT Circular 01/22 'Strategic road network and the delivery of sustainable development'.

7.2. Signing the internal layout of an MSA or APTR service area

7.2.1. In order to provide the customer with a consistent approach to signing and to promote confidence and safety, it is essential that the signing of the internal road network of the services only uses traffic signs and road markings prescribed in the TSRGD. Figure 7.1 shows an example of a schematic layout with appropriate signs and road markings.

7.2.2. Where the service area has an access on to the local road network, it is important that this is correctly signed to prevent unauthorised use. The access may be gated, however, appropriate signing, both on the local road network and within the services, should inform drivers of its status. This may include, but not be limited to, the use of 'No Entry' and 'Authorised vehicles only' signs.

7.2.3. Information regarding EV charging is essential and the requirements of DfT Circular 01/22 'Strategic road network and the delivery of sustainable development', or any subsequent amendments thereof, should be adhered to.

7.2.4. Those involved with the delivery of EV chargepoints should also refer to PAS 1899:2022 ‘Electric vehicles – Accessible charging – Specification’, for accessibility requirements and specifications.

7.2.5. Consideration should be given to providing coloured bays and signing to denote the different rates of charging and costs. These signs will not be ‘traffic signs’ and therefore will not need to be in accordance with TSRGD.

7.2.6. In order to mitigate the problem of wrong-way driving, designers and operators should consider the alignment of roads to encourage drivers to go the correct direction along with appropriate signing.

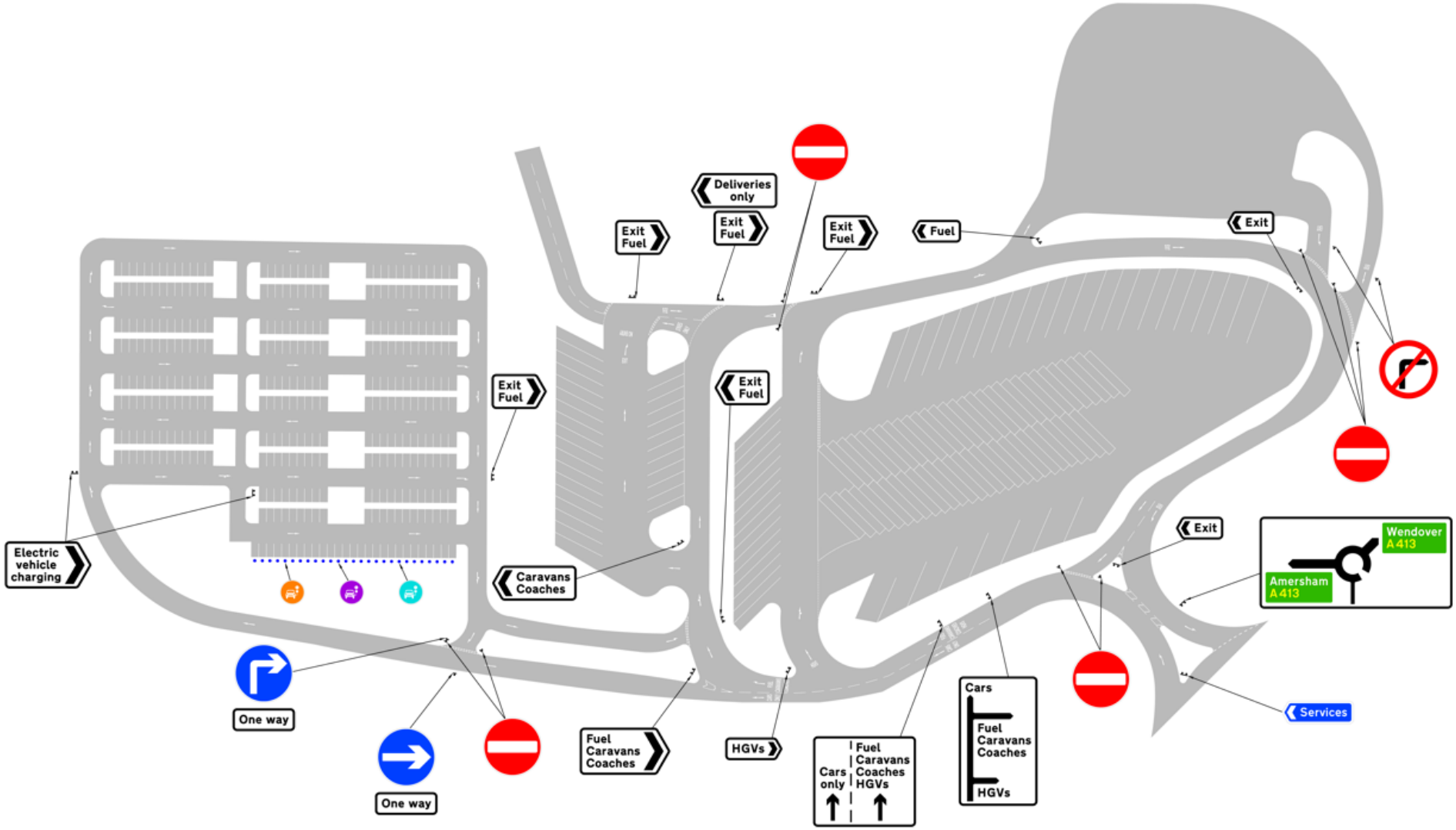

Figure 7.1 – Example of signing and road markings for an internal layout of an MSA

7.3. Non-compliant service areas

7.3.1. Where existing service areas do not meet the requirements of the 'Strategic road network and the delivery of sustainable development' document known as DfT Circular 01/22, but have signs that need to be replaced, an application should be made to the National Highways route manager to determine whether signs can be permitted on safety grounds.

7.3.2. Where an existing service area is not signed from the APTR and does not meet the policy requirements to apply for signing, the following may be considered:

- Additional totems / advertising boards internally to make the services more visible from the carriageway. This falls under "**The Town and Country Planning (Control of Advertisements) (England) Regulations 2007:** These rules set out the framework for when advertisement consent is required and the conditions that apply to displays." suggest we reference out to Communities & Local Government's 'Outdoor advertisements and signs: a guide for advertisers" https://assets.publishing.service.gov.uk/media/5a755a88e5274a3cb2869c26/326679.pdf
- Apply to the National Highways route manager to determine whether signs can be permitted on safety grounds.
- Consult with the National Highways traffic signs specialist for guidance.

7.4. Structural checks

7.4.1. All traffic signs on posts are classed as minor structures, as defined by Design Manual for Roads and Bridges (DMRB) document CD 354 'Design of minor structures'. This also applies where an operator wishes to add an additional temporary sign beneath an existing post.

7.4.2. Additionally, CD 354 Clauses 3.8 and 3.9 state the following:

- Traffic signs less than 9m high are minor structures not requiring dynamic and fatigue checks.
- Traffic signs greater than 9m are minor structures requiring dynamic and fatigue checks.

7.4.3. DMRB document CG 300 'Technical approval of highway structures' applies in the following circumstances:

- Signs greater than 7m but less than 9m high (but not situated at a very exposed site as defined in CD 354) – require a Category 0 minor structures certificate.
- Signs greater than 7m but less than 9m high (situated at a very exposed site as defined in CD 354) – require a Category 1 minor structures certificate.

- Signs greater than 9m high (but not situated at a very exposed site as defined in CD 354) – require a Category 0 minor structures certificate and dynamic and fatigue checks.
- Signs greater than 9m high (situated at a very exposed site as defined in CD 354) – require a Category 1 minor structures certificate and dynamic and fatigue checks.

7.4.4. Guidance should be sought from the National Highways specialist for signs less than 7m high situated in a very exposed site as defined by CD 354.

7.4.5. Guidance on the passive safety requirements of BS EN 12767 should also be sought.

7.5. Advertising totems

7.5.1. These are outside the scope of this document and are a planning issue – see paragraph 7.3.2.

7.6. Sign renewals

7.6.1. As stated in Section 2, the sign face is the property of the operator, whilst the posts and foundations remain the responsibility of National Highways. Should the operator wish to change the sign face they should consult with National Highways and arrange for structural checks to be undertaken to ensure the posts are capable of supporting the proposed sign face. No works should be undertaken without the agreement of the National Highways route manager.

7.6.2. Should the operator wish to amend a part of the sign with a panel or an adhesive patch they should consult with National Highways to determine the suitability of the proposal and ensure that the sign is in an adequate condition to be treated in this manner and that the materials and colours will match.