

## Guide to the Signing of Roadside Facilities for Motorists on the Strategic Road Network in England.



|                        |   |
|------------------------|---|
| <b>Document Title</b>  | Guide to the Signing of Roadside Facilities |
| <b>Author</b>          | Les Berry                                   |
| <b>Owner</b>           | Ian Askew                                   |
| <b>Distribution</b>    |   |
| <b>Document Status</b> | Published                                   |


### Revision History

| Version | Date       | Description             | Author    |
|---------|------------|-------------------------|-----------|
| 0.1     | 18.06.2013 | 1st draft               | Les Berry |
| 0.2     | 09.09.2013 | 2 <sup>nd</sup> draft   | Les Berry |
| 1.0     | 11.09.2013 | 1 <sup>st</sup> edition | Les Berry |

### Reviewer List

| Name         | Role                  |
|--------------|-----------------------|
| Julie Prince | Senior Policy Advisor |
|              |                       |

### Approvals

| Name      | Signature   | Title                                   | Date of Issue | Version |
|-----------|---|---|---------------|---------|
| Ian Askew |  | Head of Planning & Economic Development | 11.09.2013    | 1.0     |
|           |   |   |               |         |

### Table of Contents

INTRODUCTION ..... 4

|  |           |
|--|-----------|
| <i>Traffic Signs Agreements (TSA)</i> .....  | 4         |
| <i>Financial arrangements</i> .....  | 4         |
| <b>ROADSIDE FACILITIES SIGN DESIGN AND USE</b> .....   | <b>6</b>  |
| <b>Table 1 Motorway Service Areas (MSAs)</b> .....   | <b>6</b>  |
| <b>Table 2 Motorway Rest Areas (MRAs)</b> .....  | <b>10</b> |
| <b>Table 3 On-Line Motorway Truckstops (MTs)</b> .....   | <b>12</b> |
| <b>Table 4 Junction Motorway Truckstops (MT's) and Truckstops signed from the motorway/SRN</b> | <b>14</b> |
| <b>Table 5 Trunk Road Service Areas (TRSAs)</b> .....  | <b>16</b> |
| <b>Table 6 Trunk Road Truckstops (TRTs)</b> .....  | <b>18</b> |

## INTRODUCTION

### *General Provisions*

1. This guide covers the provision of traffic signs to roadside facilities from the Strategic Road Network (SRN) in England. It should always be read in conjunction with the current Traffic Sign Regulations and General Directions (TSRGD) and Traffic Signs Manual (TSM). Detailed guidance on the design and use of traffic signs can be found in the TSM, which is available from The Stationery Office or on the Department for Transport (DfT) website at [www.gov.uk/government/publications/traffic-signs-manual](http://www.gov.uk/government/publications/traffic-signs-manual). Always refer to the latest TSRGD, amendments and DfT working drawings.
2. This guide supersedes the provisions of Annex A to “*DfT Circular 01/08: Policy on Service Areas and other Roadside Facilities on Motorways and All-Purpose Trunk Roads in England*”, which is now cancelled.
3. In order to be lawfully placed on or near roads in England; traffic signs must either be prescribed by the TSRGD or be specially authorised by the Secretary of State in accordance with section 64 of the Road Traffic Regulation Act 1984.3.
4. For non-prescribed (NP) signs on the SRN, site-specific authorisation must be sought from the Highways Agency, who have delegated powers from the Secretary of State. Prior to erection of signs for other roads, authorisation must be sought from the DfT central [traffic.signs@dft.gsi.gov.uk](mailto:traffic.signs@dft.gsi.gov.uk) Confirmation on a signs status can be obtained from the Safe Roads Design Team [netservertrafficsigns@highways.gsi.gov.uk](mailto:netservertrafficsigns@highways.gsi.gov.uk)
5. No signs may be placed on the SRN nor may any existing signs be amended unless approval has been given *in writing* by a representative of the Highways Agency’s Planning and Economic Development team (PED).
6. **Tables 1-6** below set out the sign requirements for roadside facilities. Please note that the diagrams within the tables are not shown to scale.

### *Traffic Signs Agreements (TSA)*

7. Provided that a proposed roadside facility, or an existing site seeking to upgrade its facilities, and meets the criteria set out in the “Strategic Road Network and the Delivery of Sustainable Development” DfT 02/2013 Annex B, the “operator” may submit a request to enter into a TSA with the Highways Agency.
8. Following completion of a signed and sealed TSA and with written agreement from PED, it will be acceptable for an operator to arrange the manufacture and erection of the approved signs, provided their contractor is approved by the HA operational teams for working on the SRN. This approval must be sought in advance of any works commencing.
9. In all cases, the operator of a roadside facility must not make changes to signs without reference to the Highways Agency operational teams and approval of the PED team. Subsequent changes to sign faces will require an updated drawing to be appended to the existing TSA by contacting the PED Team. Any changes to sign location will require a revised TSA and will incur a cost.
10. Funding arrangements for such signing should be discussed with PED and may require a financial agreement to be secured under section 278 of the Highways Act 1980 to be agreed with the operational arm of the Agency.

### *Financial arrangements*

11. All roadside facility signs not specifically identified in **Tables 1-6** are the financial responsibility of the Highways Agency, which will meet all manufacture, erection, maintenance and replacement costs. Such signs will remain the property of the Highways Agency.
12. Unless otherwise stated, all signs will remain the property of the Highways Agency.

13. Where signs identified in **Table 1-6** do not comply with policy, the operator of the site will be responsible for the costs of correcting/removal or any subsequent issues arising out of the presence of the signs.
14. There are three categories of funding arrangement are in place for operators:
  - a. Operator funding of survey, manufacture, and erection costs, with a commuted sum for maintenance of sign posts, bases and safety fences.
  - b. Sign face remains the property of the operator.
  - c. Highways Agency funded (Except where a change is operator instigated).

a. Operator funding of survey, manufacture and erection costs, with a commuted sum for maintenance of signs by HA

- The operator will pay for any surveys by the Highways Agency's Regional Office to determine the work necessary for the erection of the signs.
- Signs are manufactured, erected and maintained at the operator's expense.
- Support posts, safety fences and any lighting are the Highways Agency's responsibility but shall be funded by the operator.
- A commuted sum should be charged to recover costs incurred in maintenance of the sign faces, posts, bases and safety fences that will be the responsibility of the Highways Agency. This sum will be calculated in accordance with standard third party procedures.
- The operator should be given an estimate of the costs and be required to pay in advance.
- It will be acceptable for an operator to arrange the manufacture and erection of these signs, provided their contractor is approved by the Highways Agency for working on the SRN and that written agreement from the Highways Agency's Regional Office is provided in advance for the work to be done.
- Where an operator instigates a change to sign design (e.g. operator name change), any costs associated with changes to signs for which the Highways Agency is responsible will be met by the operator. The Highways Agency will undertake the required changes at its earliest convenience following receipt of costs.
- Subsequent changes to sign faces will require an updated drawing to be appended to the existing TSA via the PED Team. Any changes to sign location will require a revised TSA and incur a cost.
- Where changes are required to existing signs to reflect the opening of a new roadside facility, this cost must be met by the operator of the new facility.

b. Sign face remains property of the operator under the TSA






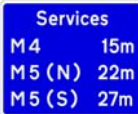


- The sign face will remain the property and responsibility of the operator.




c. Highways Agency funded






- Signs are manufactured, erected and maintained at the Highways Agency expense and remain the property of the Highways Agency. (Except where a change is operator instigated).

## ROADSIDE FACILITIES SIGN DESIGN AND USE




**Table 1 Motorway Service Areas (MSAs)**

| Location / purpose                                   | MSAs sign design and use.   | Diagram  | Funding   |
|--|---|--|---|
| Entry to motorway                                    | Space permitting, there will be a sign to diagram 2918, indicating the distance to the next MSA along that motorway. It should normally follow, and be located at least 200m after, the route confirmatory sign. This sign is not provided where the MSA is sited before the next junction.   | 2918<br>   | c. Highways Agency.<br><br>(Except where a change is operator instigated then a, ie a new roadside facility).   |
| If no services on motorway                           | If there are no services on the motorway, or on any intersecting motorway, then diagram 2918.1 "No services on motorway" should be provided.<br><br>Signs to diagram 2330 may be used on all-purpose roads to indicate that there are no services available on a motorway ahead.  | 2918.1<br><br><br>2330<br>   | c. Highways Agency.<br><br>(Except where a change is operator instigated then a, i.e. a new roadside facility).   |
| Approach to MSA<br><br>Remote distance signing (RDS) | 1* mile before an <b>ONLINE</b> MSA, there should be a sign to diagram 2917.1 or permitted variants.<br><br>Where the MSA is at a <b>JUNCTION</b> , the 2917 signage may be placed up to 2* miles,<br><br>2917.1 includes the distance to the next two MSA's geographical location only. Where only one motorway route is shown, the motorway number is not included.<br><br>Where the motorway intersects another a 2917.1 variant may be used, with distances to more than one MSA provided with only one MSA per route up to a maximum of six routes. Only geographical legends or "no services" are to be shown against a particular motorway.<br><br>The installation of a 2919.3 sign at any site will require the replacement of the entire 2917 sign face (operator named) to a new sign face to diagram 2917.1 (geographic location).<br><br><i>* Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 2 miles (refer to current TSRGD for permitted variants).</i><br><br>This sign is not authorised for use on Trunk Roads approaching a motorway. | 2917<br><br><br>2917.1 variants<br><br><br><br><br><br><br> | a. Operator, Survey, manufacture, erection & commuted maintenance.<br><br>(Where the operator instigates any change to the 2919 sign series including headerboard the site 2917 sign face will be replaced to show geographical location 2917.1 by operator funding.) |




| Location / purpose   | MSAs sign design and use.   | Diagram   | Funding  |
|--|---|---|--|
| <p>Approach to MSA</p> <p>Advanced directional signage (ADS)</p> | <p>A sign to diagram 2919.2 or 2919.3 must be provided on the approach to each MSA.</p> <p>For an <b>online</b> MSA this shall be at located half a mile* before the diverge slip road or for a <b>junction</b> MSA at one and a half* miles before the diverge slip road</p> <p>Where the petrol price panel is omitted from the diagram 2912.2 sign, the white fuel pump symbol should be added to the beginning of the top row of symbols.</p> <p>Diagram 2919.2 includes provision for the addition of a header board</p> <p>The diagram 2919.3 sign also provides for no more than six placeholders. Each placeholder may contain either the logo of a franchise <b>operating on the site</b> or prescribed symbols. Blank placeholders are not permitted. All placeholders containing a franchise logo must have a 0.5sw white border.</p> <p>Either the logo of company supplying fuel on the site or the generic white fuel pump symbol must appear on the sign.</p> <p>Where the use of temporary supplementary signage is agreed i.e. "Services now fully open" This signage must be removed according to the requirements of the TSRDG. The developer will be required to fund the erection and removal of such signage</p> <p><i>* It may be necessary to vary these distances. Refer to current TSRGD for permitted variants). Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 1.5 miles (refer to current TSRGD for permitted variants.</i></p> | <p>2919.2</p>  <p>2919.3 (with six placeholders for on-site franchise symbols)</p>  <p>2919.3 variant with mixture of franchise logos and generic symbols</p>  | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face.</p> <p>(Where the operator instigates any change to the 2919 sign series including headerboard the site 2917 sign face will be replaced to show geographical location 2917.1 by operator funding.)</p> |






| Location / purpose | MSAs sign design and use.  | Diagram  | Funding   |
|--------------------|--|--|---|
| Diverge            | <p>On the exit diverge* at the entrance to an <b>online or junction</b> MSA, there will normally be a sign to diagram 2920.1. or 2920.2</p> <p>The diagram 2920.1 sign may be used only in connection with the diagram 2919.2 sign whilst the diagram 2920.2 sign may be used only in connection with the diagram 2919.3 sign</p> <p><i>(* it may be appropriate to vary these distances, refer to current TSRGD for permitted variants).</i></p> <p>At <b>junction</b> MSA's, Where possible, the destination "Services" should be added to the standard directional signing approaching the junction. However, where this would lead to overload on these signs, a separate sign to diagram 2920.1 or 2920.2 may be provided between the half-mile and final ADSs. This should be sited at least 200 metres, and more if possible, from any other directional signing.</p> | <p>2920.1</p>  <p>2920.2</p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face.</p> |
| On the exit nose   | <p>On the exit nosing at the entrance to an <b>online</b> MSA, there will normally be a sign to diagram 2921.1. Exceptionally, diagram 2921 might be appropriate. These signs should not include the geographical name of the services being signed. It is not permitted to vary these signs in any way, i.e. neither a header board nor symbols should be included.</p> <p>At <b>junction</b> MSA's, Where possible, the destination "Services" should be added to the standard directional signing approaching the junction 2910 or 2910.1 However, where this would lead to overload on these signs, a separate sign to diagram 2921 or 2921.1 may be provided</p> <p>Where an MSA is at a standard junction site, there should always be a presumption that exit will provide a route back on to the main line and drivers can continue on their desired route.</p>      | <p>2921</p>  <p>2921.1</p>  <p>2910 or 2910.1</p>  | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p>                                   |





| Location / purpose   | MSAs sign design and use.   | Diagram   | Funding   |
|--|---|---|---|
| <p>Where the access to the MSA is from a <b>non-motorway route</b> (signs on the APTR)</p>       | <p>On the approach, a sign to diagram 2310.2 should be used. Signs to diagram 2310.2 must include the geographical name as well as the word “services”.</p> <p>These indicate the distance and, where required, the direction. Like motorway signs, these are blue background signs with white lettering, but unlike motorway signs 2919 suite they may not include either header boards, Placeholders or petrol price panels.</p> <p>This sign is normally provided at 1/2mile*, but, where this would interfere with standard directional signing, other distances may be shown (*refer to current TSRGD for permitted variants).</p> | <p>2310.2</p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face.</p> |
| <p>Continuity signing for MSAs accessed from a <b>non-motorway route</b> (signs on the APTR)</p> | <p>Where the access to an MSA is from a non-motorway route, continuity signing should be provided by means of diagrams 2311.1 and 2311.2, as appropriate. Schedule 16, item 35 lists the standard directional signs to which a blue panel with the legend “Services”</p> <p>In the unlikely event that the MSA is some distance from the motorway, the distances given on the motorway signing should be those to the turn off for the MSA. It is important not to give the overall distance to the MSA, as this could mislead drivers into passing the junction, seeking a later turn-off for the MSA.</p>                             | <p>2311.1</p>  <p>2311.2</p>  | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p>                                   |


**Table 2 Motorway Rest Areas (MRAs)**


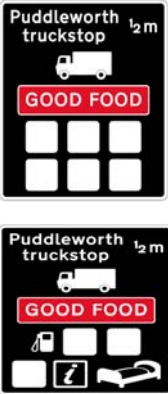


| Location / purpose    | MRAs sign design and use.  | Diagram   | Funding   |
|-----------------------|--|---|---|
| General               | Because they do not provide all of the facilities of an MSA (in particular, fuel may not be available) MRAs will not be included on any signs to diagram 2917 or standard signs to diagram 2918 at motorway entries.   |   |   |
| Approach to MRA (RDS) | <p>1 mile* before an <b>ONLINE</b> MRA, there should be a sign to diagram NP2918.2 (non-prescribed sign).</p> <p>Where the rest area is at a <b>standard junction</b>, the 1* mile sign (on diagram NP2918.2 non-prescribed sign) is replaced by one at 2 miles in advance of the junction exit.</p> <p><i>* It may be necessary to vary these distances. Refer to current TSRGD for permitted variants). Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 2.0 miles (refer to current TSRGD for permitted variants).</i></p>   | <p>NP2918.2</p>    | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p>                                   |
| Approach to MRA (ADS) | <p>½* a mile before the <b>ONLINE</b> MRA, there should be a sign to diagram NP2919.3 (non-prescribed sign) indicating the facilities available at the rest area. Where the rest area is at a <b>standard junction</b> the half-mile sign (diagram NP 2919.3 non prescribed sign) is replaced by one at 1½ miles. The distance on both signs is changed accordingly.</p> <p><i>* It may be necessary to vary these distances. Refer to current TSRGD for permitted variants). Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 1.5 miles (refer to current TSRGD for permitted variants).</i></p> <p>Placeholders are not authorised for use at rest areas. This diagram does not include provision for a header board to be added. However, it should include the name of the MRA to help driver identification.</p> <p>The pump, LPG fuel, and "i" symbols may be omitted as appropriate. The spoon and fork symbol (denoting restaurant facilities) may be substituted for the cup symbol. The remaining facilities may be shown on a single row. Where a lodge is provided at an MRA, its availability may be indicated by the inclusion of a bed symbol on this diagram. The bed symbol should be shown after the symbols illustrated above.</p> | <p>NP2919.3</p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign Face.</p> |
| Start of the diverge  | At an <b>online or junction</b> rest area sign to diagram NP2920.2 should be provided at the start of the diverge.   | <p>NP2920.2</p>  | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face</p>  |

| Location / purpose  | MRAs sign design and use.  | Diagram  | Funding   |
|---|--|--|---|
|   | At a <b>junction</b> rest area a sign to diagram NP2910.2 (non-prescribed sign) may be used.   | NP 2910.2<br>   |   |
| On the exit nose  | On the exit nosing, there should be a sign to diagram NP2921.2 or NP2921.3 (non-prescribed signs), depending on the road layout, a nose exit sign to diagram NP2910.2 (non-prescribed sign), which has the words "Rest area" added below the route number on the standard nose-exit sign. Is permitted   | NP2921.2<br><br>NP2921.3<br><br>NP2910.2<br> | a. Operator, Survey, manufacture, erection & commuted maintenance.                                  |
| Where the access to the MRA is from a <b>non-motorway route</b> (signs on the APTR) | Non-prescribed signs may be used on non-motorway roads approaching a local road from which a named MRA is accessed. These indicate the distance and, where required, the direction. Like motorway signs, these are blue background signs with white lettering.<br><br>On the approach, a sign to diagram NP2310.2 (non-prescribed sign) should be used and must include the geographical name as well as the words "rest area". This sign is normally provided at half-mile, but, where this would interfere with standard directional signing, other distances may be shown. The symbols may be varied as appropriate to the facilities available at the rest area and the maximum distance is 2 miles. | NP2310.2<br>  | a. Operator, Survey, manufacture, erection & commuted maintenance.<br><br>b. Operator own sign face |






| Location / purpose  | MRAs sign design and use.  | Diagram   | Funding  |
|---|--|---|--|
| Continuity signing for MRAs accessed from a <b>non-motorway route</b> (signs on the APTR) | <p>Where the access to a MRA is from a non-motorway route, continuity signing should be provided by means of diagrams NP2311.3 and NP2311.4 (non-prescribed signs), as appropriate. The geographical name may be omitted from these signs, in which case “rest area” should be varied to “Rest area”.</p> <p>Alternatively, the words “Rest area” may be added to those standard direction signs identified in Schedule 16, item 35 as being signs to which a blue panel with the legend “Services” may be added. However, such variations are non-prescribed and authorisation will be required. “Rest area” may be varied to a geographical name and “rest area”. On non-trunk roads, authorisation for this is required from DfT.</p> | <p>NP2311.3</p>  <p>NP2311.4</p>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |




**Table 3 On-Line Motorway Truckstops (MTs)**

| Location / purpose            | On-Line MTs sign design and use  | Diagram   | Funding   |
|-------------------------------|--|---|---|
| General                       | <p>Signs for MTs are, as yet, non-prescribed, and must be authorised on a site specific basis. They are similar in appearance to other services signing, but, in keeping with the standard convention for HGV route signing, they have a black background with white lettering. No header board is permitted.</p> <p>Given that MTs (like MRAs) do not provide all facilities to all drivers, MTs will not be included on any signs to diagram 2917 or standard signs to diagram 2918 at motorway entries.</p> |   |   |
| Approach to online truckstop. | <p>1* mile before a MT, there should be a sign to diagram NP2918.2</p> <p><i>*It may be necessary to vary these distances. Refer to current TSRGD for permitted variants). Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 1.5 miles (refer to current TSRGD for permitted variants).</i></p>  | <p>NP2918.2</p>  | a. Operator manufacture, erection & commuted maintenance. |





| Location / purpose   | On-Line MTs sign design and use   | Diagram   | Funding  |
|----------------------|---|---|--|
|                      | <p>½ a mile before the MT, there should be a sign to diagram NP2919.2 or NP 2919.4 indicating the facilities available at the MT.</p> <p>This diagram does not include provision for a header board to be added. However, it can include the location name of the MT to help driver identification.</p> <p>The LPG fuel symbol may be omitted as appropriate. The remaining facilities may be shown on a single row.</p> <p>Where a lodge is not provided at a MT, the bed symbol on this diagram may be omitted.</p> <p>Diagram NP 2919.4 includes a provision for an operator logo and a number of placeholders, this may be varied but shall not exceed 6. Unused placeholders must be omitted, not replaced by a blank placeholder.</p> <p>The operator name panel may be in any style of lettering in any contrasting colours. It must have a 0.5sw white border. An unused operator name panel must be omitted, not replaced by a blank panel.</p> <p><i>* It may be necessary to vary these distances. Refer to current TSRGD for permitted variants). Where the sign is located on a motorway of four lanes or more, it may be appropriate to vary the distance up to 1.5 miles (refer to current TSRGD for permitted variants.</i></p> | <p>NP2919.2</p>  <p>NP2919.4</p>  | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face</p> |
| Start of the diverge | At the start of the diverge into the MT, there should be a sign to diagram 2929, with legend "Puddleworth truckstop" and an inclined arrow. This is a permitted variant of the prescribed sign and does not require site-specific authorisation.  | <p>2929</p>    | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face</p> |
| On the exit nose     | On the exit nosing, signing may be provided by a further variant of diagram 2929, depending on the road layout.   | <p>2929<sup>variant</sup></p>    | a. Operator, Survey, manufacture, erection & commuted maintenance.   |

**Table 4 Junction Motorway Truckstops (MT's) and Truckstops signed from the motorway/SRN**





| Location / purpose                       | Junction MTs and Truckstops signed from the motorway/SRN sign design and use.  | Diagram  | Funding  |
|--|--|--|--|
| General                                  | <p>Truckstops within 2 miles of the motorway/SRN which are signed. Signs are, as yet, non-prescribed, and must be authorised on a site specific basis.</p> <p>Given that truckstops signed from the motorway/SRN (like MRAs) do not provided all facilities to all drivers, they will not be included on any advance direction signs (ADS) to diagram 2917 or standard signs to diagram 2918 at motorway entries.</p>  |  |  |
| One and a half miles before the junction | <p>One and a half miles before the junction from which the truckstop can be accessed, there should be a sign to diagram NP 2919.2 indicating the distance to the junction.</p> <p>It is important that it is this distance, rather than the overall distance to the truckstop, that is given, or drivers might pass the turn-off, believing that there was an access further along the motorway/SRN.</p> <p>This sign is, as yet, non-prescribed, and must be authorised on a site specific basis. It is similar in appearance to other services signing, but, in keeping with the standard convention for HGV route signing, it has a black background with white lettering. No header board is permitted.</p> <p>Where Roadside facility/Truckstop signing pre exists at a junction location, a site specific assessment will be carried out by the HA area team to ensure compliance of safe road signage policy.</p> | <p>NP2919.2</p>  <p>NP2919.4</p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face</p> |
| Start of the diverge                     | <p>Between the half-mile and final sign for the junction, there should be a sign to diagram 2929, with legend "Puddleworth truckstop" and an inclined arrow. This is a permitted variant of the prescribed sign and does not require site-specific authorisation.</p>  | <p>2929<sup>for truckstop</sup></p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p> <p>b. Operator own sign face</p> |
| On the exit nose                         | <p>On the motorway slip road, signing may be provided either by a further variant of diagram 2929, or by incorporating a black panel into the standard direction signing. Again, this is permitted by the TSRGD.</p>   | <p>2929<sup>variant</sup></p>   | <p>a. Operator, Survey, manufacture, erection &amp; commuted maintenance.</p>                                  |

| Location / purpose                | Junction MTs and Truckstops signed from the motorway/SRN sign design and use.   | Diagram   | Funding  |
|-----------------------------------|---|---|--|
| Continuity signing for truckstops | Continuity signing on local roads should be provided either by means of signs to diagrams 2805, 2806 and/or 2806.1, varied as necessary, or by adding black panels to standard directional signing. This is permitted by TSRGD. | <p>2805</p>  <p>2806</p>  <p>2806.1</p>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |





**Table 5 Trunk Road Service Areas (TRSAs)**




| Location / purpose                                 | TRSAs sign design and use  | Diagram   | Funding  |
|--|--|---|--|
| General  | <p>The TSRGD 2002 introduced a new signing regime for service areas on all-purpose roads. Black and white signs are now prescribed for all service areas other than named MSAs. A deadline of 1 January 2015 has been set for replacing existing signs on primary routes.</p> <p>The owner of the sign is responsible for its replacement.</p>   |   |  |
| Half a mile before (service open 24 hrs a day)     | <p>In advance of services that are open 24 hours of those days required by the eligibility criteria (DfT 02/2013 Annex B) a sign to diagram 2313.1 may be provided.</p> <p>The normal distance is half a mile, but, where this would interfere with standard directional signing, this may be varied in accordance with Schedule 16, item 8.</p> <p>“Services” may be varied to a geographical name and “services”. Symbols should be varied according to available facilities, but should always be used in the order shown on the drawings, and must always include the WC, petrol pump and cup or fork and spoon (but not both). If LPG fuel is available, the symbol should be placed after the petrol pump. The “i” symbol may be omitted if no tourist information is available and the bed symbol may be added.</p> | <p>2313.1</p>  <p>2313.1 variant</p>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| Half a mile before (service not open 24 hrs a day) | <p>Where services are not open 24 hours, the advance signing should be to diagram 2313.3. The lower panel may read either “not 24 hrs” or “Fuel only 24 hrs” as appropriate. Additionally, the same permitted variants apply as for diagram 2313.1.</p>  | <p>2313.3</p>    | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| Half a mile before (service not open to HGVs)      | <p>Where services are not open to HGVs, the advance signing should be to diagram 2313.5, with the lorry symbol varied to the lorry symbol with the red bar through it, and the words “Lorries only” omitted. Again, the same permitted variants apply as to diagram 2313.1.</p>  | <p>2313.5 no HGVs</p>    | a. Operator, Survey, manufacture, erection & commuted maintenance. |



| Location / purpose                  | TRSAs sign design and use   | Diagram   | Funding  |
|-------------------------------------|---|---|--|
| Final advance direction signs       | Where required, final advance direction signs to service areas should be designed to diagrams 2313.2 or 2313.4 as appropriate. These signs may also include the range of symbols shown on the half-mile advance direction signs, and the symbols should be the same on both signs. Signs 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 final signs at the entrance to a service area.               | <p>2313.2</p>  <p>2313.4</p>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| At the entrance to the service area | At the entrance to the service area itself, either diagram 2314.1 or diagram 2314.2 should be used, as appropriate for the road layout.<br><br>Signs to diagram 2314.2 may also be used at slip road nosings. The direction to a service area may also be indicated by adding the destination "Services" to standard directional signing, either directly in the case of non-primary route signs, or in a panel in the case of green primary route signs. Schedule 16, item 35 indicates those sign diagrams to which this permitted variant applies. | <p>2314.1</p>  <p>2314.2</p>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |

**Table 6 Trunk Road Truckstops (TRTs)**

| Location / purpose               | Trunk Road Truckstops (fully qualifying) sign design and use   | Diagram  | Funding  |
|----------------------------------|--|--|--|
| Half a mile before               | Fully qualifying services that cater only for HGVs (with features and levels of provision set out in annex B of the Circular) should be signed in advance using diagram 2313.5, with symbols varied as appropriate.  | 2313.5<br>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| Final advance direction signs    | <p>Where required, final advance direction signs to lorry only service areas should be designed to diagram 2313.6, varied to omit the lorry with the red diagonal line and add the lorry symbol plus "Lorries only".</p> <p>These signs may also include the range of symbols shown on the half-mile advance direction signs, and the symbols should be the same on both signs. Signs 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 final signs at the entrance to a service area.</p> | 2313.6 <sup>lorries only</sup><br>  | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| At the entrance to the truckstop | <p>At the entrance to the truckstop itself, either diagram 2314.1 or diagram 2314.2 should be used, as appropriate for the road layout.</p> <p>Signs to diagram 2314.2 may also be used at slip road nosings. The direction to a truckstop may also be indicated by adding the destination "Services" to standard directional signing, either directly in the case of non-primary route signs, or in a panel in the case of green primary route signs. Schedule 16, item 35, indicates those sign diagrams to which this permitted variant applies.</p>  | 2314.1<br><br>2314.2<br> | a. Operator, Survey, manufacture, erection & commuted maintenance. |

| Location / purpose               | Trunk Road Truckstops (not meeting criteria) sign design and use  | Diagram   | Funding  |
|----------------------------------|---|---|--|
| General                          | Where facilities are provided for HGVs, but do not meet the signing criteria for APTR services, it is for the route manager to decide whether signing is appropriate. However, an HGV driver should not be expected to follow such signs unless overnight parking is available. |   |  |
| One mile before                  | Variants of diagrams 2502 may be used.  | 2502<br>   | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| Final advance direction signs    | Variants of diagrams 2505 may be used.  | 2505<br>   | a. Operator, Survey, manufacture, erection & commuted maintenance. |
| At the entrance to the truckstop | Variants of diagrams 2507 may be used.  | 2507<br> | a. Operator, Survey, manufacture, erection & commuted maintenance. |