

A new Motorway Service Area - how should we consult with the local community?

PLANNING

DESIGN

ENVIRONMENT

ECONOMICS

Early Days Engagement

Agenda

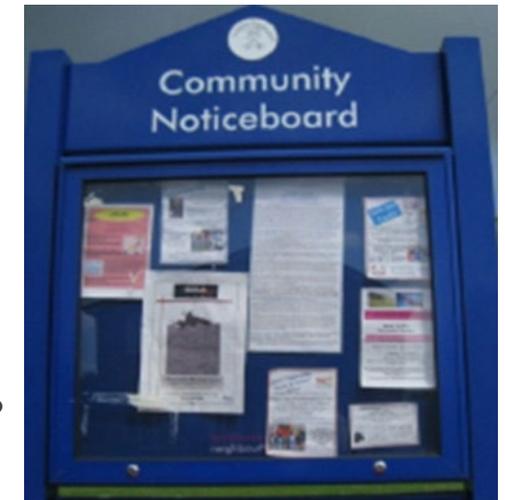
- 10.00 Welcome and Introduction to Extra
- 10.05 Motorway Service Areas – why are they needed and why here?
- 10.20 The site
- 10.30 Workshop 1:

How can we raise awareness in the community of our consultation?

- 11.00 Feedback
- 11.15 Workshop 2:

When and where, what will people want to know, how can we encourage involvement?

- 11.40 Feedback
- 11.55 Next steps
- 12.00 Close



Extra MSA Group



Extra Motorway Service Areas (MSA)



Extra is a leading developer, investor and operator of high-quality Motorway Service Areas (MSA).

Extra has 19 MSAs, including M1 J45 Leeds Skelton Lake (construction commenced May 2018).

Each new MSA provides 250-300 permanent (FTE) new jobs.

Whilst Extra is proud of its achievements to date, its new MSAs will be designed and constructed to an even higher standard than those already operational.



Extra's 'New Concept' MSAs



Extra's main tenant/operating partner 'brands'



Growth in Motorway Traffic

Motorway traffic flows have been growing at an average of circa 1.6% per annum since 1998 and are projected to continue on a steady growth pattern for the foreseeable future



Leeds Skelton Lake M1, J45



Public safety role of MSAs

Public safety is a primary responsibility of government at all levels.

Government policy in Circular 02/2013

Maximum distance between MSAs should be 28 miles or 30 minutes driving time.

RoSPA – up to 20% of accidents are due to driver fatigue on motorways and monotonous roads. These are largely avoidable.

Social and economic impact of accidents - DfT/ HA report – economic impact of closing three lanes can be more than £500,000

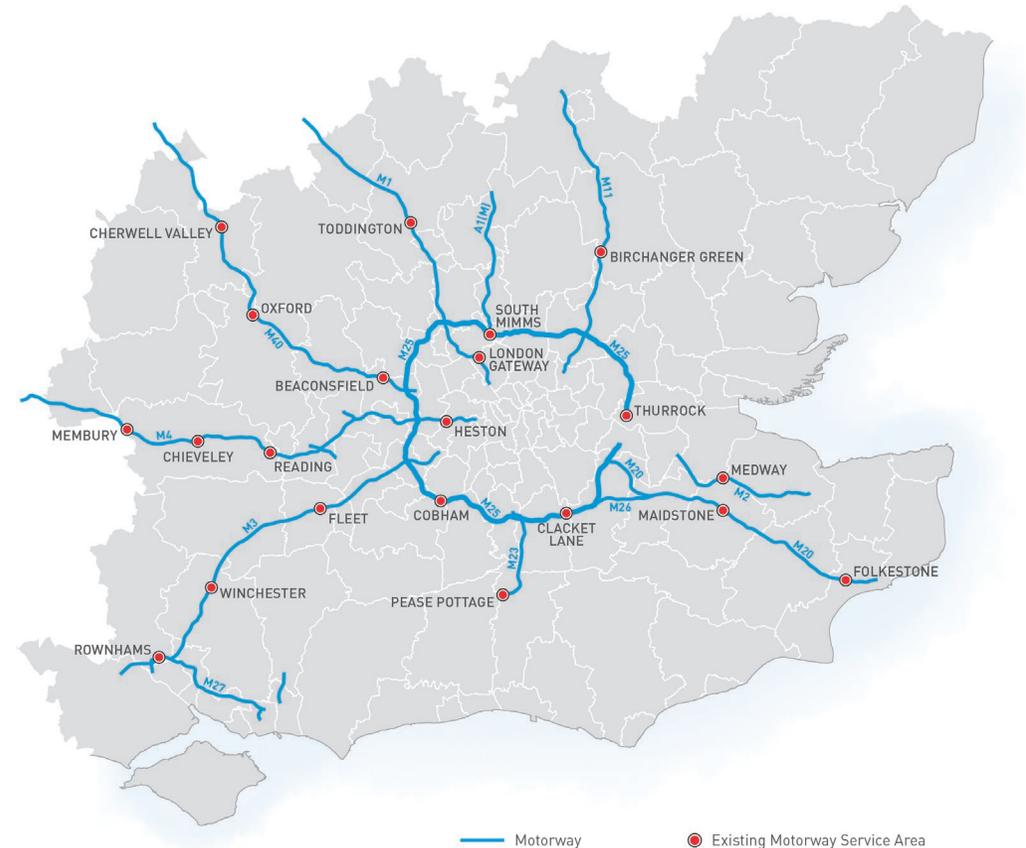


Significant public safety need – M25

M25 and connecting Motorways:

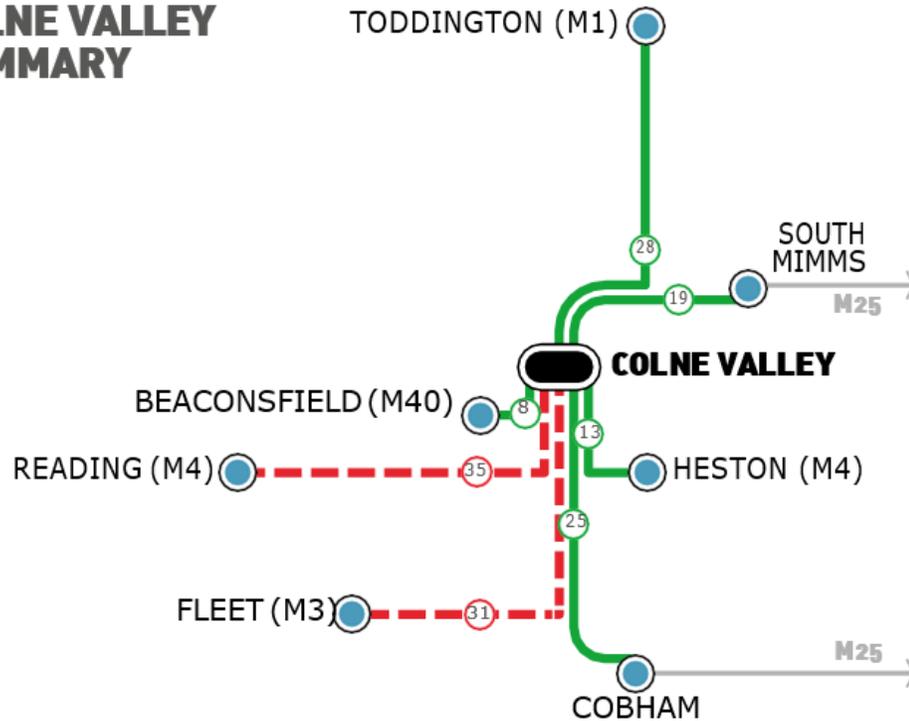
- ⚠ There are 14 routes where the distance between existing MSAs exceeds 28 miles
- ⚠ There are 9 gaps which are 40 miles or more
- ⚠ There are 2 gaps of 60 miles or more

It is not possible to completely fill all these gaps – but there is a ‘best fit’ location



Where can this need be best met?

COLNE VALLEY SUMMARY



LEGEND

-  Motorway Service Area identified for gap analysis
-  Other Motorway Service Area
-  Proposed Colne Valley Motorway Service Area
-  Identified motorway route with significantly reduced gaps between Services albeit over 28 miles
-  Identified motorway routes with gaps under 28 miles between Services
-  Approximate Journey distances

Low emissions vehicles



Highways England is committed to ensuring a national network of plug-in EV charging points is available every 20 miles on the Motorway Network.

Large gaps between MSAs will limit uptake of low emissions vehicles as a result of 'recharging anxiety'.

Extra is at the forefront of alternative fuel provision on Motorway Network



M25 - Site search

MSAs must be located alongside a Motorway.

Motorways, including the M25 are often located in the Green Belt.

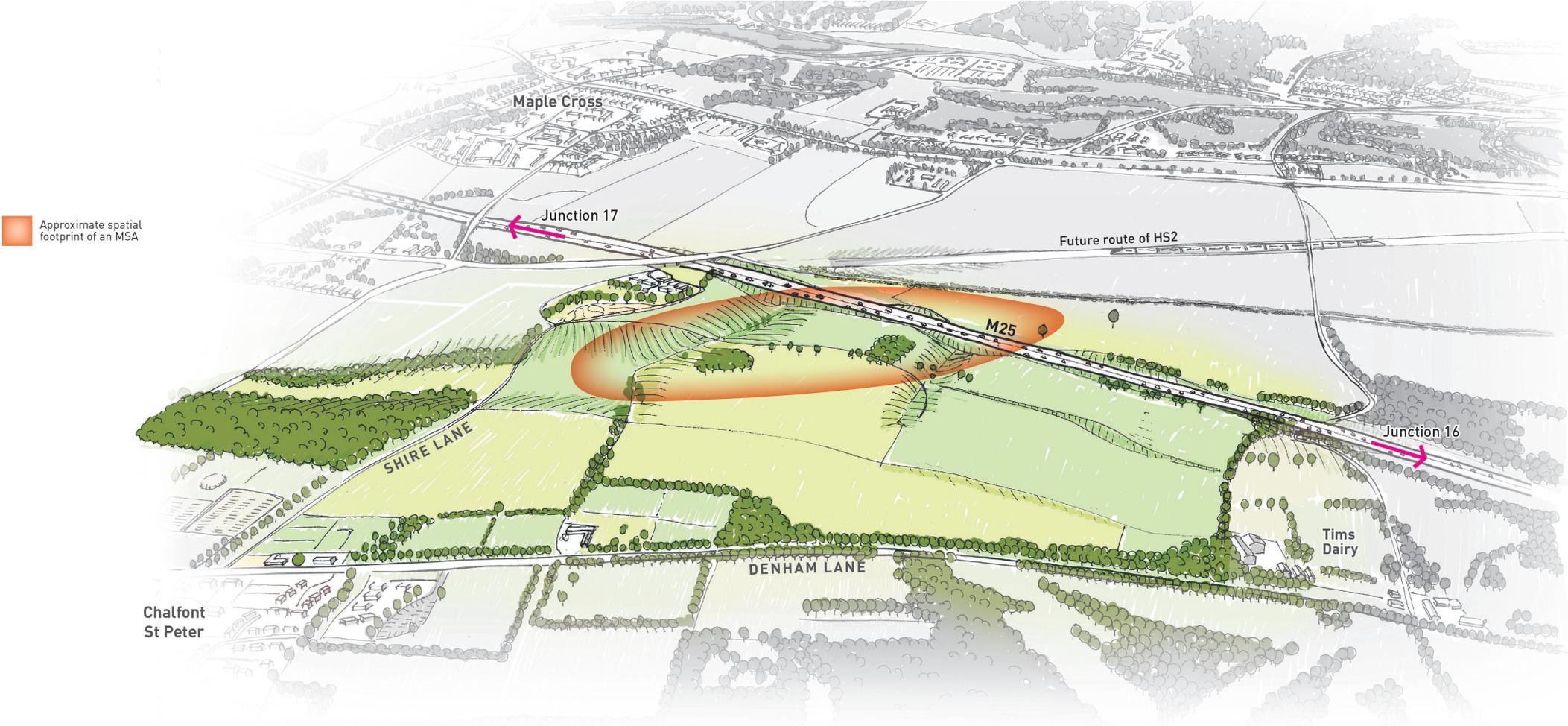
There is a government policy preference (Circ 02/2013) for ‘on-line’ MSAs – these are more attractive to drivers and do not add traffic onto local road network or existing Junctions.

Circ 02/2013 advises that Junction locations should only be considered where the environmental and other impacts of an ‘on-line site’ outweigh safety and other benefits.

Extra has undertaken a 4 year search of potential alternative sites alongside the M25



Colne Valley



Extra's Approach



Extra's approach involves taking account of all aspects of the development, the site and the surrounding area.

Technical matters (eg views, ecology, land form, archaeology, service infrastructure, access from the Motorway, design, sustainability etc) are currently being researched.

This is not enough - Community Views are also very important, which is why we are here today.

Working with the local community



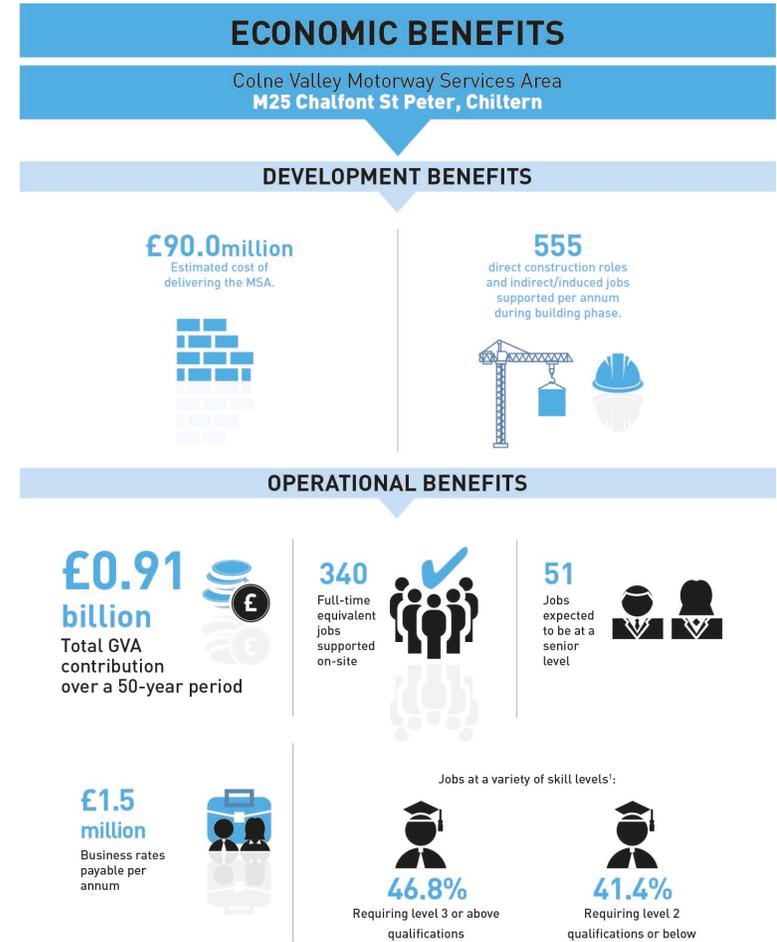
Extra believe that it should not only be Motorway users that benefit from a MSA.

It should also be local people who accept development near to them.

Extra want to listen to local people and seek views on the design and community benefits.

It is early days - the technical work is underway and will help inform initial design ideas.

This workshop is intended to help inform the approach to consultation and the way in which Extra can best work with local people.



Workshop 1: How can Extra reach out and raise awareness of their consultation in the local area?



Is the proposed distribution area for leaflets right – have we missed any important areas out?

We would like to use a local distribution firm to deliver the leaflets – any suggestions for reliable companies?



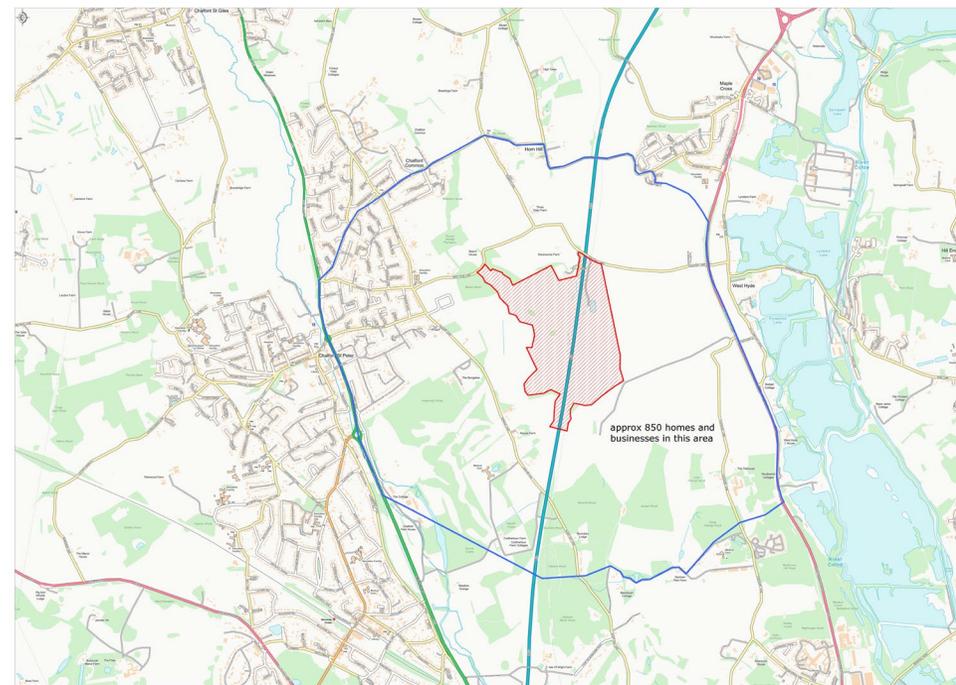
Where else can we leave leaflets?

Would the group you represent be able to help – eg advertising the consultation on your website?



We will have a website with information – can you help spread awareness of this?

We will also use social media to raise awareness – any other suggestions?



Workshop 2: When and where should events be held?



Timing - we are thinking about starting the consultation in early January, to avoid the Christmas break, and finish before the half term break. Is this right?



Where should we hold it – any suggestions for suitable venues for the exhibition?



Even though it will still be early days in the scheme design, what are the key things that people will want to know about?

How can Extra encourage engagement from all ages and backgrounds?



The start of a conversation ... next steps

Thank you for your contributions today.

Extra will reflect on the feedback that you have shared.

These slides and a summary of the feedback will be uploaded onto the project website.

The next steps will be to share the initial design with the wider community.

Extra hopes that this event will be the start of a conversation and an ongoing positive relationship.



Thank You

