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Moto Motorway Services Leigh Delamere East

Transport Statement

Final Report for:



February 2026

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APPENDICES

APPENDIX A – EXISTING SITE LAYOUT PLAN

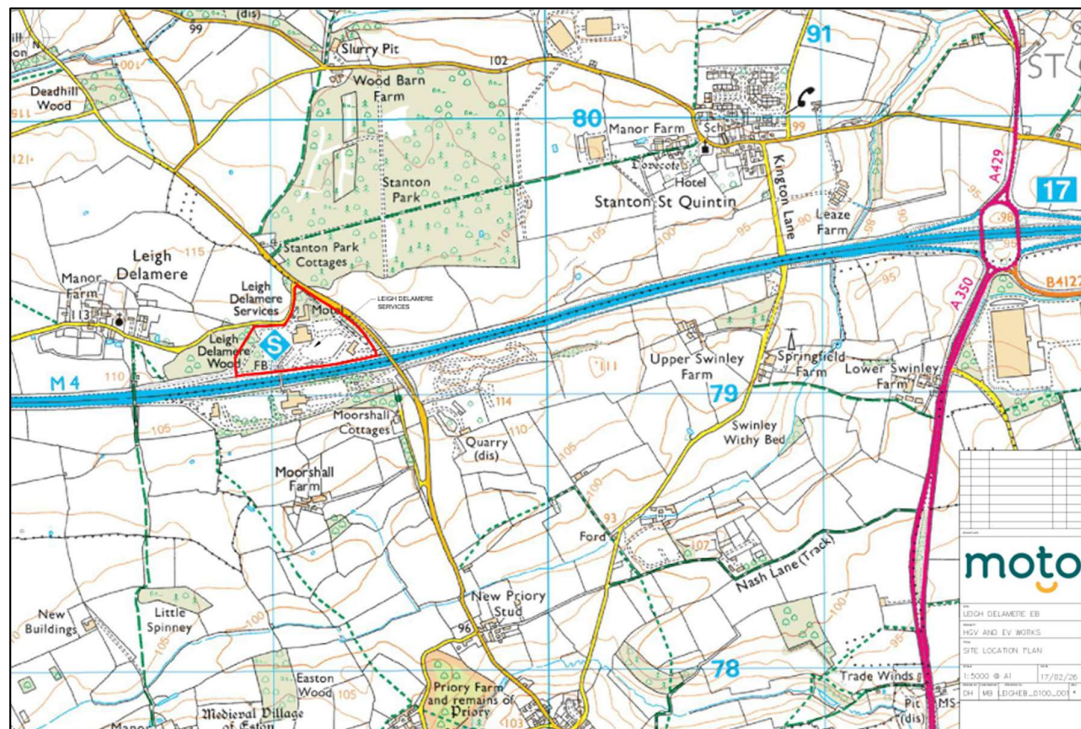
APPENDIX B – PROPOSED SITE LAYOUT PLAN

1.0 INTRODUCTION

1.1 Background & Location

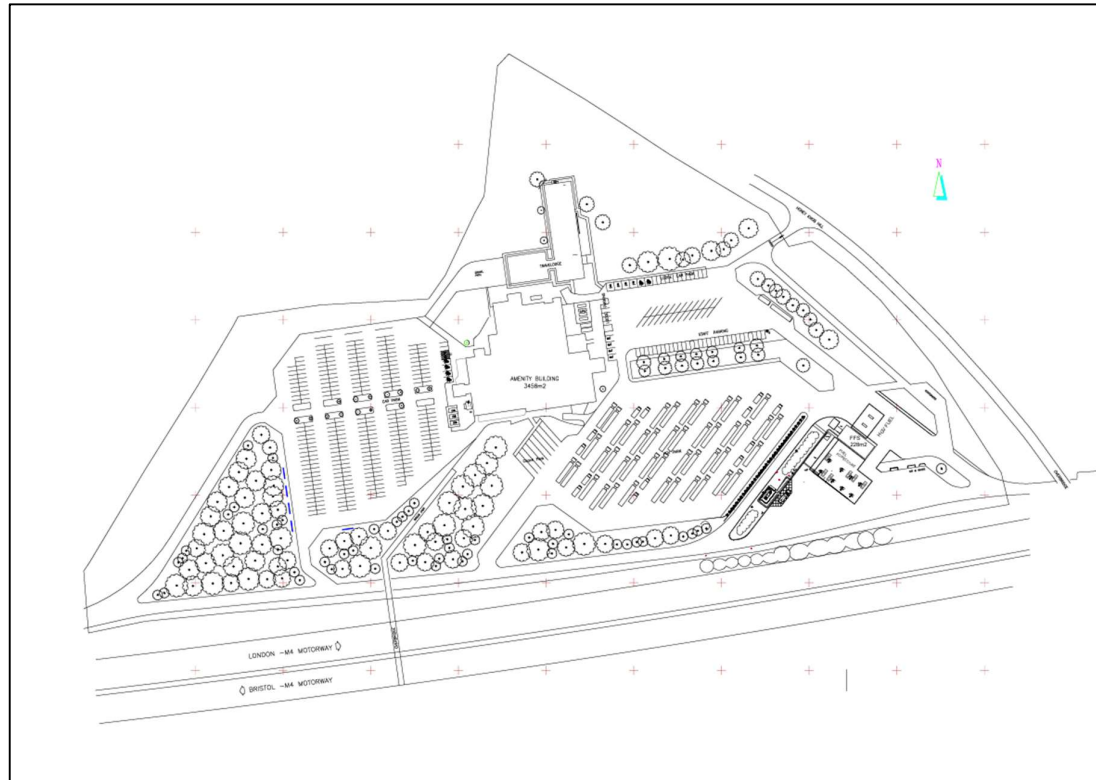
- 1.1.1 Cora IHT have been commissioned by Moto Hospitality Limited to undertake an assessment of the access and highways matters arising from remodelling of the existing eastside car/lorry park at the Leigh Delamere East services “Site”.
- 1.1.2 The site is located 2.73km to the west of the M4 Junction 17. **Figure 1.1** provides the site location.

Figure 1.1: Site Location



- 1.1.3 **Figure 1.2** provides an extract of the existing site layout with **Appendix A** providing the full drawing.

Figure 1.2: Existing Site Layout



1.2 Scope of the Report

1.2.1 The report comprises the following sections:

- Section two discusses the development proposals
- Section three assesses the traffic impact;
- Section four provides the summary and conclusion;

2.0 PROPOSED DEVELOPMENT

2.1 *Proposed Development*

The proposal consist of the remodelling of car/lorry park at the Leigh Delamere East services, east of the main building as follows:

Lorry Parking

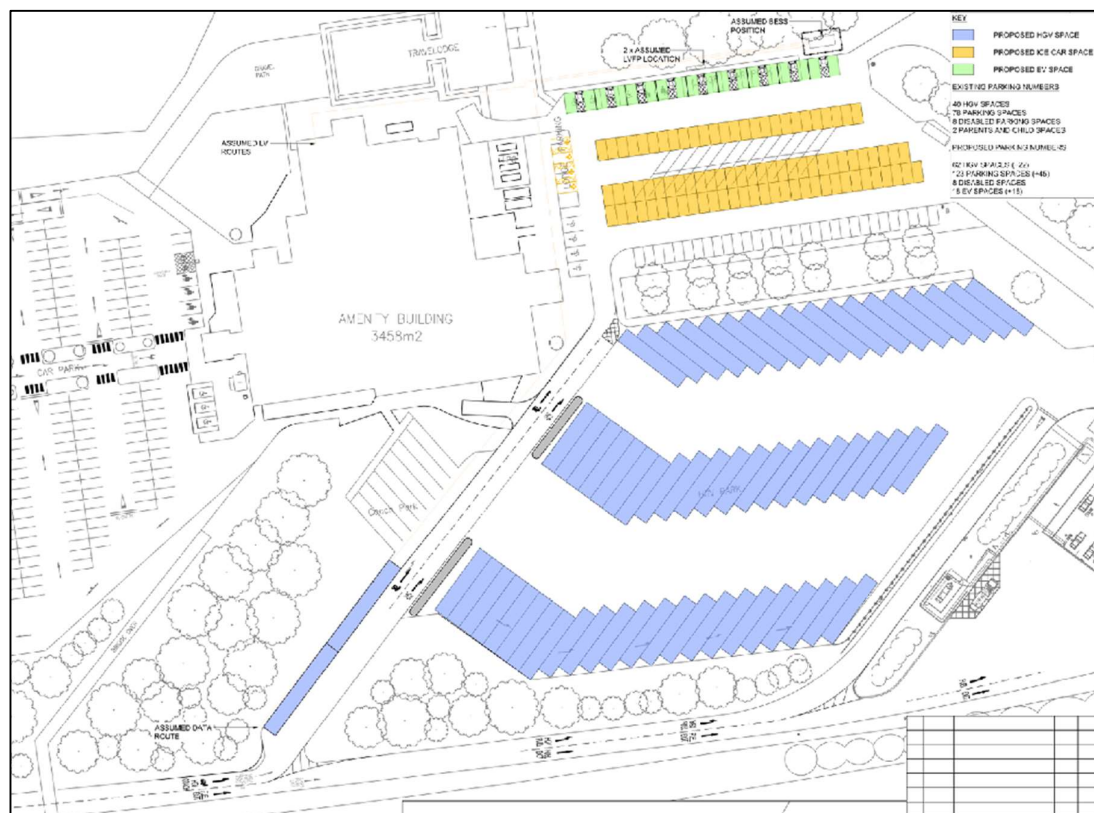
- Existing 40.
- **Proposed 62 spaces.**

Car parking

- Existing 73 car parking spaces, 8 disabled and 2 parent and child.
- **Proposed 123 car parking spaces, 8 disabled and 18 new EV Charging bays.**

2.1.1 **Figure 2.1** shows an extract of the development proposals and **Appendix A** provides the full site layout plan.

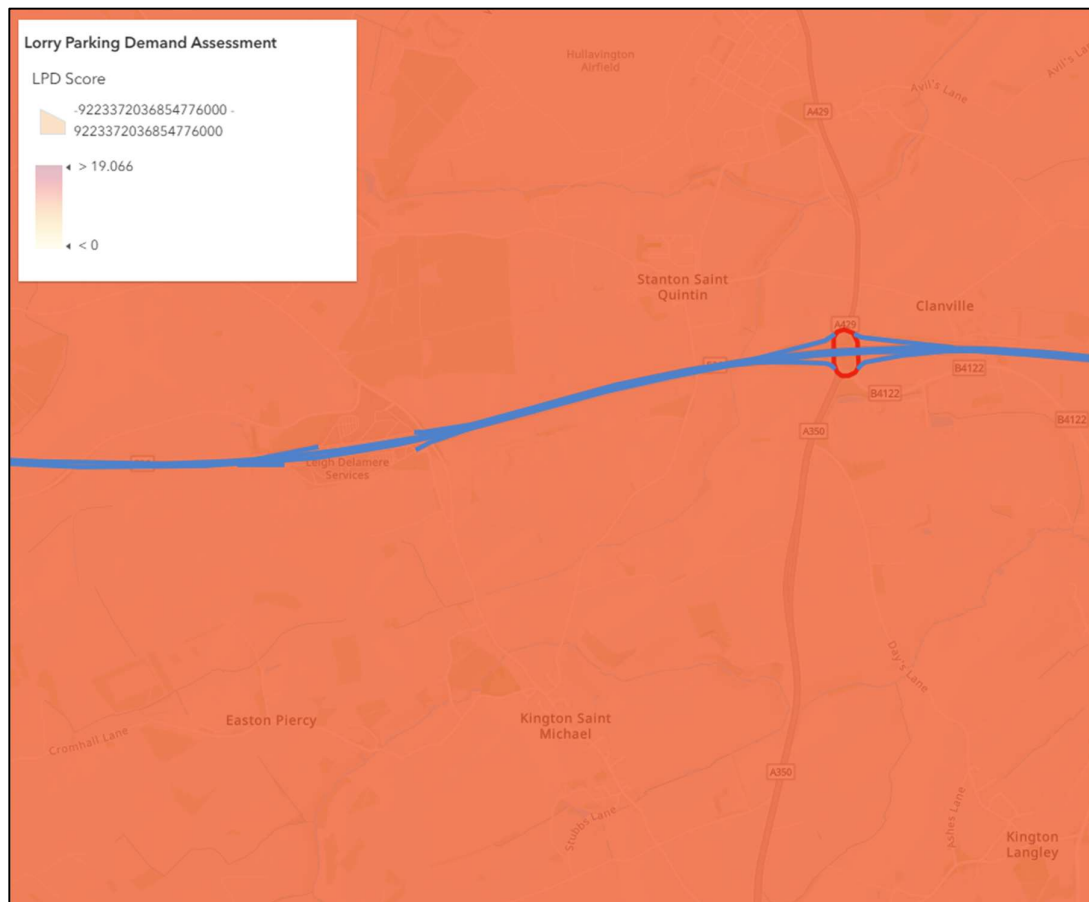
Figure 2.1: Proposed Site Layout



2.2 Lorry Parking Demand

- 2.2.1 National Highways have created the Lorry Parking Demand Assessment Tool. This tool presents a lorry parking demand score for each local authority in England. This enables local authorities and other interested parties to understand the level of demand for lorry parking in an area. The data has been derived from surveys undertaken by Aecom on behalf of National Highways when producing the Lorry Parking Demand Assessment (2023).
- 2.2.2 The data is comprised of an assessment of both existing lorry parking provision and demand near the SRN in England.
- 2.2.3 Paragraph 81 of Circular 01/2022 establishes that in areas where there is an identified need for greater lorry parking provision, National Highways will work with relevant local planning authorities to ensure that local plan allocations and planning application decisions address the shortage. As such, the data is presented at the Local Authority boundary level to enable local authorities to consider the information as part of their evidence base for planning documents such as Local Plans and Local Transport Plans, and when determining planning applications.
- 2.2.4 **Figure 2.2** below, shows an extract from the Lorry Parking Demand Tool, highlighting the areas of demand, based on the assigned Local Authority Score.

Figure 2.2: Lorry Parking Demand



- 2.2.5 As can be seen in **Figure 2.2**, the DfT's lorry parking demand tool (scoring 9 to 19), which is medium to high demand.
- 2.2.6 The National Lorry Parking Demand Tool and accompanying Parking Demand Assessment Report, therefore, confirms a significant need for more HGV parking in the freight catchment area in the vicinity of site and the M4.
- 2.2.7 Daily HGV parking demand at the site has been confirmed by Moto to well exceed 143%. This means that that HGVs are parking in non-designated spaces within the site to the detriment of safety and manoeuvrability.
- 2.2.8 These survey results suggest a significant need for more HGV parking at the site.

2.3 Car Parking Demand

- 2.3.1 The total number of car parking spaces within the site is 390. Of this, there are 73 existing spaces to the east of the main building. The proposal includes an additional 50 spaces with 8 disabled and 18 new EV Charging bays.
- 2.3.2 Peak parking demand at the site between 11am to 2pm has been confirmed by Moto to well exceed 100%. Provision of additional car parking at a Moto motorway service area is justified on the evidence that the site shows:
- Regular high occupancy levels.
 - Growth in traffic demand.
 - Peak-time congestion.
 - Increasing dwell times.
- 2.3.3 The provision of new EV spaces at the site is justified because it:
- Meets increasing EV adoption and charging demand.
 - Supports long-distance travel reliability and reduces range anxiety.
 - Aligns with government targets for net-zero transport infrastructure.
 - Enhances customer experience and commercial opportunity.
 - Helps manage parking congestion and charging queues effectively.
- 2.3.4 The proposed expansion supports national transport policy, road safety objectives, operational resilience, and customer welfare, while maintaining the essential function of motorway service areas as safe and reliable stopping points.

3.0 TRAFFIC IMPACT

3.1 *Trip Generation*

- 3.1.1 The proposed increase in car and HGV parking provision at the site constitutes an operational enhancement to accommodate existing demand rather than a development that would generate new trips. In accordance with policy set out by the Department for Transport (DfT) for motorway service areas, MSAs are designed solely to serve traffic already travelling on the Strategic Road Network and are not destinations in their own right. As such, trips associated with the site are pass-by movements from the adjacent motorway rather than primary or diverted trips.
- 3.1.2 The development does not introduce new access arrangements, alter junction geometry, or expand the site's catchment. Vehicles utilising the additional spaces would already be travelling on the motorway network and would otherwise continue their journey or seek alternative stopping locations. The proposals therefore respond to observed peak occupancy levels, overspill parking and operational congestion within the existing site.
- 3.1.3 Accordingly, the scheme would not result in a material increase in traffic flows on the surrounding highway network and should be considered as accommodating and formalising existing demand, improving safety and operational efficiency without generating additional vehicular movements.

3.2 Accident Analysis

3.2.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2020-2024. **Figure 3.1** shows an extract of the accident plot.

Figure 3.1: Crashmap Accident Plan



3.2.2 Over the 5-year period there hasn't been any accidents along the M4 eastbound link. There has been 4 accidents including a fatality on the westbound link.

3.2.3 It can be concluded that due to no accidents reported entering and exiting the Moto east services, further detailed accident analysis is not required.

4.0 CONCLUSIONS

4.1 Summary

- 4.1.1 This Transport Statement has been prepared to assess the highways and transport implications of the proposed remodelling of the east-side car and lorry park at Leigh Delamere East Motorway Service Area (MSA), operated by Moto Hospitality Limited.
- 4.1.2 The proposals include:
- An increase in HGV parking from 40 to 62 spaces.
 - An increase in car parking on the eastern side from 73 to 123 spaces.
 - Provision of 18 new EV charging bays.
- 4.1.3 Assessment of lorry parking demand using the National Highways Lorry Parking Demand Assessment Tool confirms that the site lies within an area of medium to high HGV parking demand. Surveys indicate that HGV parking demand regularly exceeds 143%, resulting in overspill parking in non-designated areas, creating safety and operational issues. The proposed increase directly addresses this identified shortfall.
- 4.1.4 Car parking demand at the site similarly exceeds 100% during peak periods (11:00–14:00), leading to congestion and reduced operational efficiency. The additional 50 car parking spaces and new EV charging bays respond to sustained high occupancy levels, increasing traffic demand, longer dwell times, and national policy objectives supporting electric vehicle infrastructure.
- 4.1.5 In traffic terms, the development does not create new trips. Motorway Service Areas serve existing motorway traffic, and the proposal formalises and accommodates current demand rather than generating additional movements. No changes are proposed to site access or junction arrangements.
- 4.1.6 Accident analysis for the period 2020–2024 indicates no recorded accidents on the eastbound link associated with the site access. There is therefore no evidence of an existing highway safety concern that would be exacerbated by the proposals.

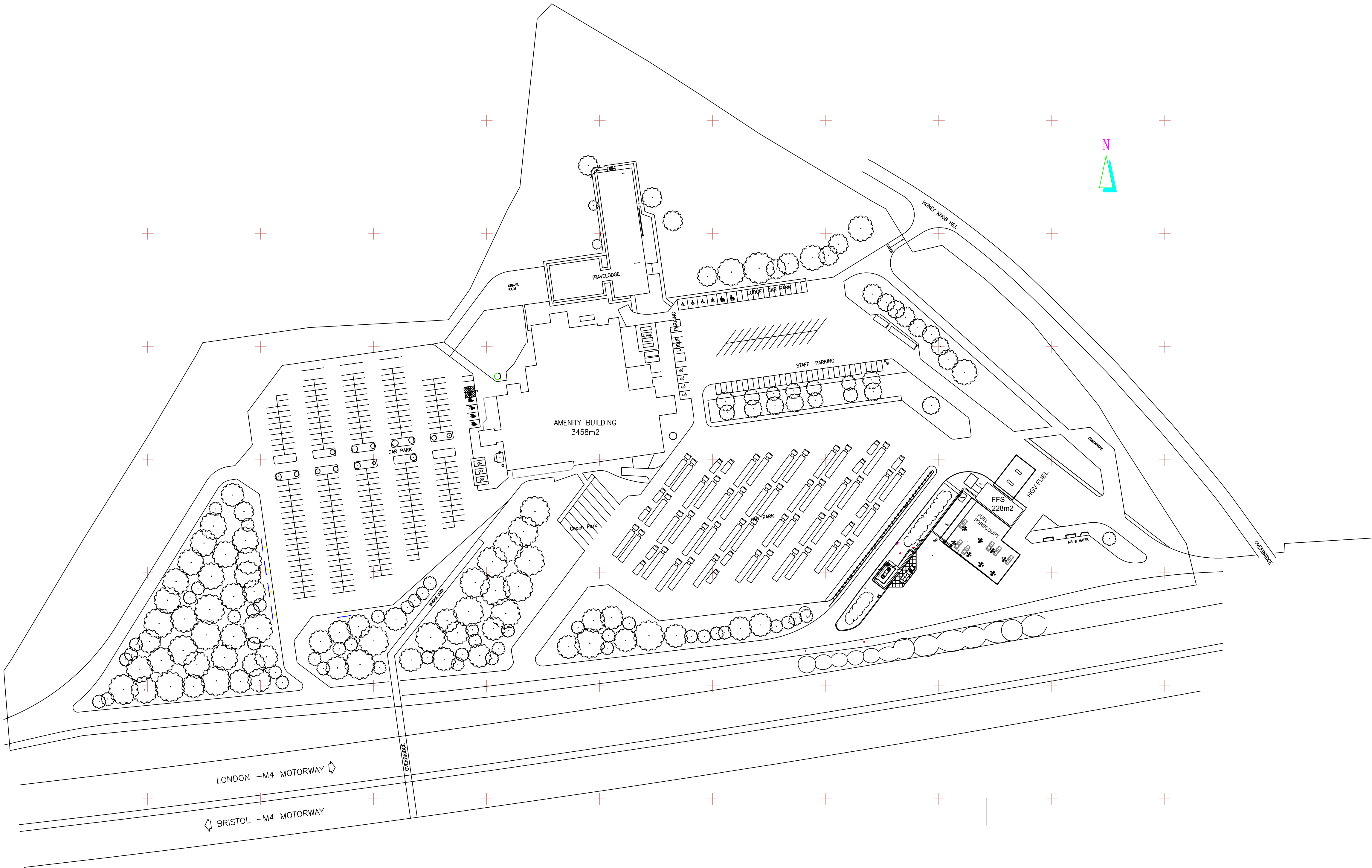
4.2 Conclusion

- 4.2.1 The proposed remodelling of the car and HGV parking areas at Leigh Delamere East MSA represents an operational improvement to address demonstrated parking shortfalls and enhance safety, efficiency, and user experience.
- 4.2.2 The scheme:
- Responds to identified regional HGV parking shortages.
 - Addresses sustained peak car parking demand.
 - Supports national transport and net-zero objectives through EV infrastructure provision.
 - Improves on-site safety by reducing informal and overspill parking.
 - Does not generate additional traffic or materially impact the surrounding highway network.
 - Raises no highway safety concerns based on recorded accident data.

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- 4.2.3 Accordingly, the development is considered acceptable in highways and transportation terms. There are no transport-related grounds upon which refusal of the planning application would be justified.

APPENDICES

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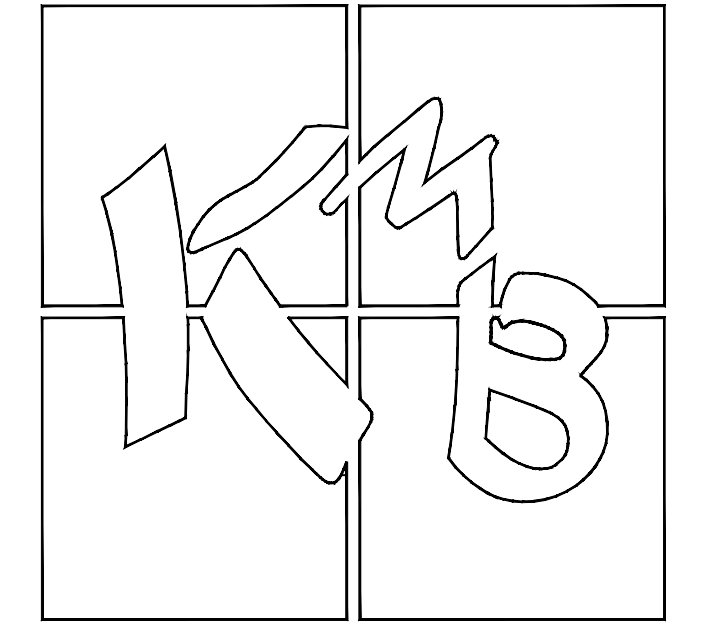


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CDM - Significant Design Hazards	
Hazard	Control

B	08.08.22	Updated to site visit	DH	-	
A	12.06.18	Car parking updated	DH	-	
Amendments					

Drawing Status:

Site Statistics

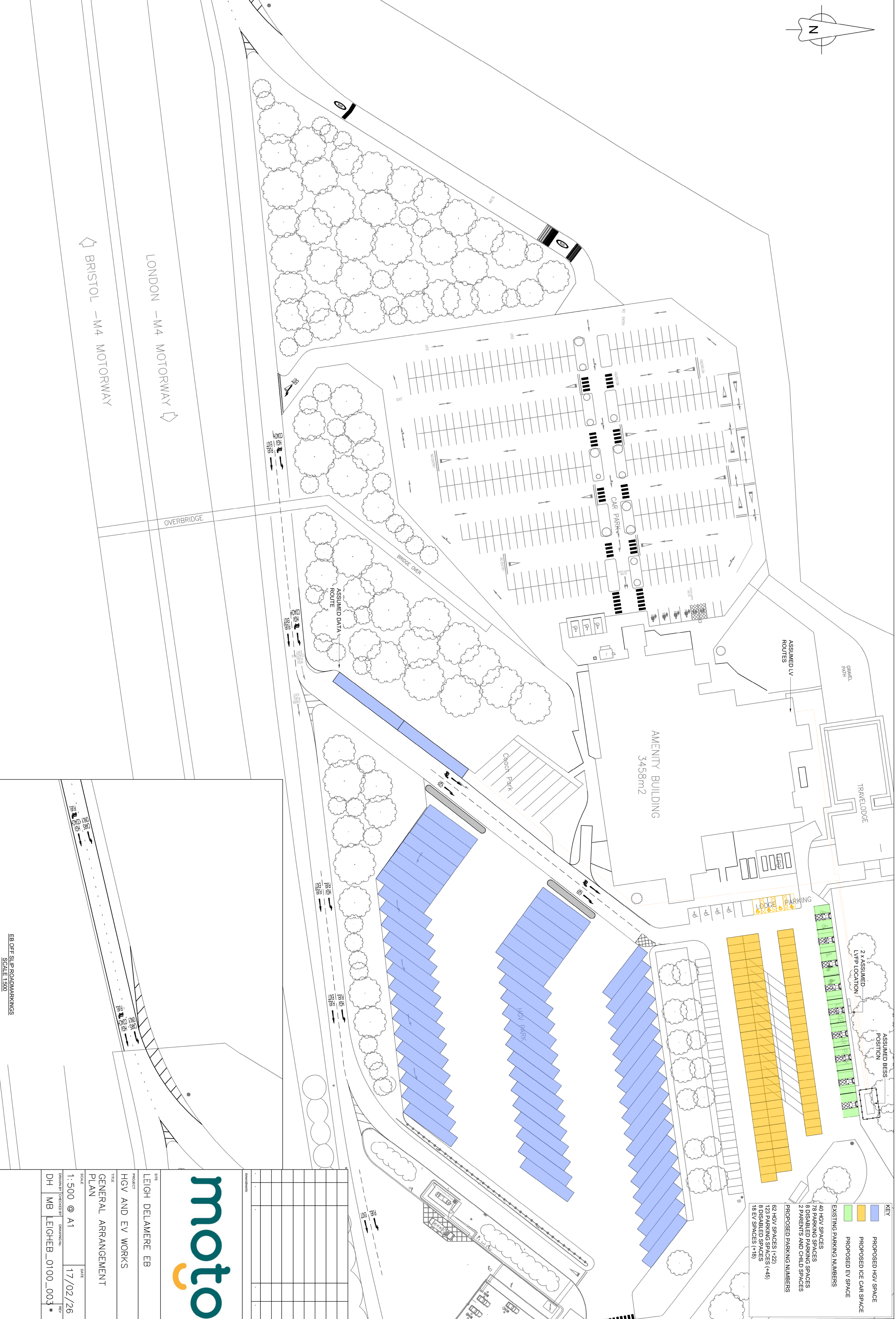
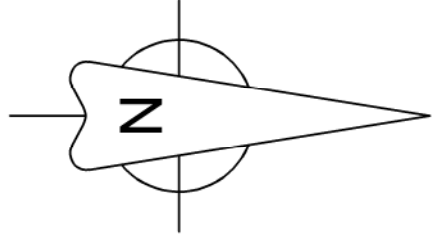


■ Quantity Surveying		■ Architecture	
■ Project Management		■ Construction Safety	
PROJECT			
Leigh Delamere EB			
CLIENT			
Moto Hospitality Ltd			
TITLE			
Site Statistics - Site Layout			
SCALE		DATE	
1:1000 @ A1		May 2010	
DRAWN BY	CHECKED BY	DRAWING No.	REV
CTW	DH	7708_230	B

APPENDIX B – PROPOSED SITE LAYOUT PLAN

MOTO SITE

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SITE	LEIGH DELAMERE EB
PROJECT	HGV AND EV WORKS
TITLE	GENERAL ARRANGEMENT PLAN
SCALE	1: 500 @ A1
DATE	17/02/26
DRAWN BY	CHECKED BY
MB	LEIGH EB_0100_003 *

