



TII Service Area Policy 2023 (Motorway and Dual Carriageway networks).

Draft for Public Consultation.

July 2023



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1.0 Introduction

1.1 Background / Context

Transport Infrastructure Ireland (TII) is charged with providing a safe and efficient network of National Roads. It is accepted that a safe road network includes the provision of sufficient parking areas to allow drivers to stop and rest. This need has been given legal standing by European Union Regulations under the Trans-European Transport Networks (TEN-T) policy.

To ensure the provision of safety facilities for all road users, TII last published its Service Area Policy in 2014, [here](#). The 2014 Policy involved a comprehensive review of the services available on or adjacent to the Motorway and Type 1 Dual Carriageway Network (henceforth simply referred to as ‘the Network’). The 2014 Policy outlined the need to provide facilities to allow drivers (in particular commercial drivers) to stop and rest.

This Service Area Policy Update has been prepared in accordance with commitments made in the 2014 Policy and to reflect current transport policy direction and considerations on; road safety, refuelling and recharging requirements. It has been informed by a review of the progress in service area provision since 2014; as well as a public consultation on service areas, undertaken in 2019. It should be noted, this Service Area Policy Update also specifically relates to the current and planned Motorway and Type 1 Dual Carriageway Network (**therefore, this policy does not apply to the single carriageway National Roads network**, for which a policy will developed at a later date).

Taking the above into account, this document recommends a new desired maximum distance between service areas on the Network; and identifies areas where new service areas are most urgently required to ensure that a minimum required service area provision is met.

TII’s Signage policy for Service Areas is provided in Appendix A for information.

1.2 Policy Context

European policy (summarised in Table 1.1) dictates a need for Member States to provide areas where road users can park, rest and access facilities. There is a strong emphasis on servicing the needs of commercial road users which requires roads to be treated as a workplace and road users to be given a safe and suitable environment in which to work. Within more recent European Commission proposals, there is also an increasing prominence placed on the provision of electric vehicle charging facilities along the TEN-T road networks. These requirements will be set out within an upcoming update of the Alternative Fuels Infrastructure Regulation. The table below lists the relevant European policy documents.

Table 1.1 Relevant European Policies and Regulations/Directives

| Policy | Regulation/Directive |
|---|---|
| Trans-European Transport Networks | Regulation (EU) currently in the process of being updated and adopted, here . |
| Driving Time and Rest Periods | Regulation (EU) No 561/2006, here , Commission Delegated Regulation (EU) 2022/1012, here . |
| Road Infrastructure Safety Management | Directive EU 2019/1936, here ; S.I. No. 612/2021. |
| Intelligent Transport Systems | Directive 2010/40/EU, here . |
| Alternative Fuels Infrastructure Regulation | (currently under revision, here) ¹ |

¹ Proposal for a Regulation: Alternative Fuels Infrastructure Regulation (COM (2021) 559 final–July 2021)

European Policy

The relevant European policies are discussed in further detail below.

Trans-European Transport Networks

The TEN-T Regulation [(EU) No 1315/2013] stipulated the need to provide appropriate parking spaces for commercial users; and, on the core network, the development of rest areas approximately every 100 km in line with the needs of road users. The European Commission has recently adopted a Proposal to update the Regulation governing the TEN-T network (5th December 2022); and published revised proposals for the Core and Comprehensive networks.²

Core Network

The following revised spacings will be reflected within the updated Regulation: on the Core network, by 2040, *'rest areas are available along roads of the core and extended core network at a maximum distance of **60 km from each other**, providing sufficient parking space and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce'*.³

Comprehensive Network

On the Comprehensive network, *'rest areas are available at a maximum distance of **100 km from each other**, providing sufficient parking space, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce'*.⁴ On the Comprehensive network, these requirements shall apply by 2050.

The Proposal also states the following with regards the provision of safe and secure parking for commercial vehicles:

*'Member States shall make all possible efforts to ensure the development of safe and secure parking areas located on roads of the core and extended core network, or within 3 km driving distance from the nearest exit off the trans-European transport network, with a distance of 150 km between two such areas on average, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8a(1) of Regulation (EC) No 561/2006 by 31 December 2040. Member States may focus on road sections with high intensity of freight traffic.'*⁵

More recent research by the European Commission has proposed that safe and secure parking areas should be made available on the Core and Comprehensive TEN-T networks, with a maximum distance of 100km between each area. Although negotiations are ongoing on spacing, there appears to be general agreement that Member States should at the very least make all possible efforts to ensure the development of safe and secure parking areas to provide sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8a (1) of Regulation (EC) No 561/2006 and/or Article 8(1), point (a), of Regulation (EU) 2020/1054.

² Council of European Union: Interinstitutional File: 2021/0420(COD); Brussels, 6 December 2022 (OR. en); 15664/22

³ [pdf dated 20th December 2022 \(europa.eu\)](#)

⁴ [pdf dated 20th December 2022 \(europa.eu\)](#)

⁵ [pdf dated 20th December 2022 \(europa.eu\)](#)

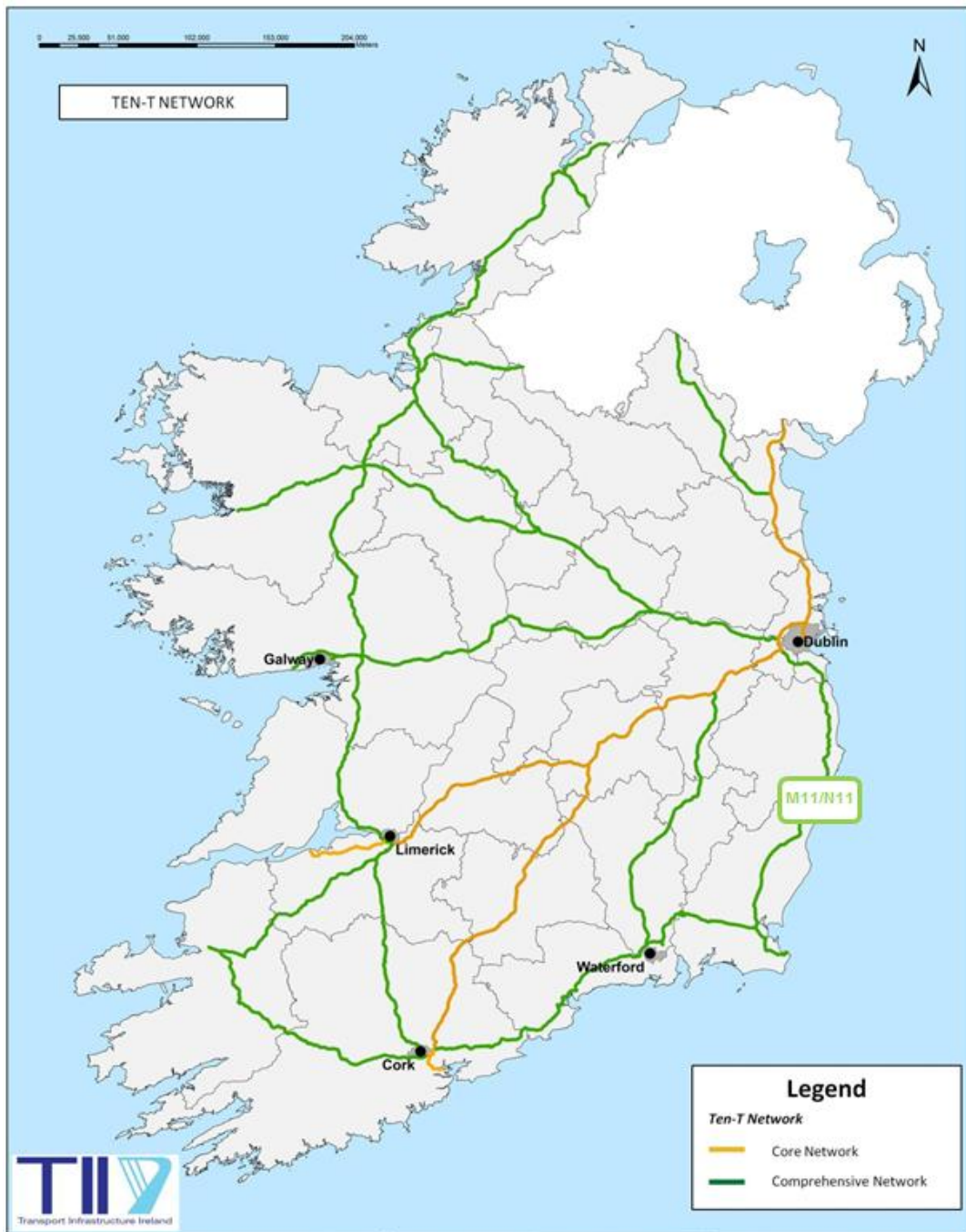


Figure 1.1: TEN-T Road Network

Driving Time and Rest Periods Regulation

The purpose of the Driving Time and Rest Periods Regulation is to improve working conditions for drivers and road safety for all road users. The Regulation defines a need for drivers to break for 45 minutes after every four and a half hours driving. In addition, drivers must take daily rest periods and weekly rest periods. Drivers are permitted to take daily and reduced weekly rest periods in their vehicles.

Road Infrastructure Safety Management Directive

The Road Infrastructure Safety Management Directive stipulates that when targeted road safety inspections are being carried out for infrastructure projects, the provision of safe parking areas and rest areas may be considered.

Intelligent Transport Systems Directive

The Intelligent Transport Systems (ITS) Directive sets the need to use technology to enhance transport across the EU including the need to provide information and booking of safe and secure parking for commercial vehicles.

Alternative Fuels Infrastructure Regulation

The proposed Alternative Fuels Infrastructure Regulation (AFIR) update is expected to come into effect soon (2024) and may impact on the State's responsibilities to ensure adequate electric vehicle charging provision. The AFIR proposal sets out potential future obligations (specifically related to charging pool spacings and energy supply requirements) for electric vehicle charging infrastructure along the Core and Comprehensive TEN-T networks.

Evolving European Policy

Commission Delegated Regulation (EU) 2022/1012 (7th April 2022)

The Driving Time and Rest Periods Regulation was supplemented in 2022 by the Commission Delegated Regulation (EU) 2022/1012 regarding the establishment of standards detailing the level of service and security for safe and secure parking areas and the procedures for their certification.

It is anticipated that a spacing/distance requirement will be set out to complement the Commission Delegated Regulation (EU) 2022/1012 within European Policy documentation in due course., online service areas (existing and proposed) will have regard to the Commission Delegated Regulation (EU) 2022/1012 in relation to: level of service; provision of safe and secure parking areas for commercial vehicles; and the spacing of the same.

National Policy

The relevant National policies are discussed below.

Electric Vehicle Charging Infrastructure Strategy 2022-2025

The Department of Transport launched the Electric Vehicle Charging Infrastructure Strategy 2022-2025 (January 2023). The Strategy presents a pathway for the roll out of an electric vehicle charging network. In addition to home/apartment charging, residential neighbourhood charging, destination charging; the Strategy also identifies the need for high speed en-route charging. The Strategy specifies the aim '*to deliver at least the AFIR requirement*'. The Strategy states the following with regards to en-route charging facilities along the TEN-T Network:

- '*By the end of 2025, there will be at least one charging pool with at least 300 kW of charging capacity (including at least one rapid-charge point of 150 kW), every 60 km on the TEN-T Core Network. This network is coloured yellow on the map and includes the following motorways and national routes: N7, N69, N8, M1, N28, N40, and M50*'.
- By 2030, a similar level of cover, every 60km, is required on the Comprehensive Network.
- '*A minimum coverage of publicly-accessible charging points (dedicated to heavy goods vehicles) is in place by the end of 2025. For example, charging pools with a total capacity of 1400 kW every 120 km on 15% of the TEN-T Network, with at least one charger sized 350 kW (minimum of 8 such charging pools)*'.⁶

As such, the Strategy sets a requirement to ensure sufficient charging capacity for cars, vans and trucks (heavy goods vehicles) in charging pools on the Core Network in the short term and on the Comprehensive Network in the medium term. TII currently has online service area facilities in place on the M1 corridor of the TEN-T Core

⁶ Electric Vehicle Charging Infrastructure Strategy 2022-2025, pages 27 & 53-54.

network, at Lusk and Castlebellingham. Given the significant investment (both Public and Private) that has taken place in service areas over recent years; it would be prudent to incorporate the current service area network within the charging network, if energy supplies can support these requirements. In the meantime, Zero Emission Vehicles Ireland (ZEVl) will co-ordinate the delivery of the AFIR high-power charging requirements on the TEN-T networks.

Ireland's Road Haulage Strategy 2022-2031

The Department of Transport launched Ireland's Road Haulage Strategy 2022-2025 (December 2022). The Strategy focuses '*on generating efficiencies and improving standards, while helping to create secure employment and assisting the sector to move to a low-carbon future*'. To that end, the Strategy '*sets out the measures and supporting policies which are needed to deliver on these objectives*'.

The Road Haulage Strategy places an emphasis on the provision of high-quality rest areas; and safe and secure parking areas for the haulage sector. The Strategy also highlights the need for high quality information and mapping of available facilities, to improve awareness among hauliers and the public of the same (Action 19, of which TII is identified as an owner).

*'Action 19: Map the current infrastructure available to haulage and freight including rests stops and refuelling stations and identify priority projects for advancement.'*⁷

Spatial Planning and National Roads Guidelines

The Spatial Planning and National Roads Guidelines for Planning Authorities set out planning policy considerations relating to development affecting National Roads (including motorways and dual carriageways) outside the 50/60 km per hour speed limit zones for cities, towns and villages.

Section 2.8 of the Spatial Planning and National Roads Guidelines distinguishes between three different types of service area/facility:

- On-line Motorway Service Areas;
- Off-line Motorway Service Areas at National Roads Junctions; and
- Roadside Service Facilities at Non-Motorway National Roads and Junctions.

The guidelines advocate for the need to avoid a proliferation of service areas at National Roads junctions. The guidelines also stipulate that facilities included in service areas should be of a type that avoids the attraction of short, local trips or the locations becoming destinations for local customers.

2.0 Findings from Public Consultation

A public consultation was undertaken in September 2019, inviting stakeholders and the general public to comment on the existing Service Area Policy and provision. The responses to the consultation were categorised as either 'relevant to the Policy' or 'outside the remit of the Policy', as outlined in the following sections.

2.1 Responses Relevant to the Policy

The following broad themes, emerging from the public consultation, were deemed relevant to the Policy and have been considered when preparing this Policy update:

- Perceived issues in the service area planning process, in particular, difficulty in securing planning permission for private service areas as a result of the 2014 Policy and its interpretation by planning authorities.
- The service area spacing requirement (of 100km) outlined in the 2014 Policy, was a common theme highlighted; the distance noted as being too great.
- A need for clarity in terms of delivery of identified service area needs.

⁷ Ireland's Road Haulage Strategy 2022-2031, page 61.

2.2 Responses Outside the Remit of this Policy Update

The following broad themes emerging from the public consultation, while providing valuable feedback, were deemed outside of remit and were not considered when preparing this Policy update:

- The provision of signage for private service areas – this issue is dealt with in a new TII Signage Policy for Service Areas, as outlined in Appendix A.
- Design standards for service areas, in particular charging facilities for Electric Vehicles was also raised. TII publishes design standards for online service areas; these standards are regularly reviewed and updated. The updating of this standard is outside the remit of this policy document but will likely be influenced by: any update to the Alternative Fuels Infrastructure Regulation in the future; the Electric Vehicle Charging Infrastructure Strategy; and also reflect this Update.

3.0 Facilities

There are two different types of service area on the Network that provide opportunities for drivers to rest, as outlined below.

3.1 Online Service Areas

Online service areas have access and egress directly from the Motorway / Type 1 dual carriageway mainline. All online facilities provided thus far, are Type 1 Service Areas (full service areas), as referred to in the 2014 Policy. They are large-scale service areas providing an amenity building (including a convenience shop, restaurant, washrooms and tourist information), fuel facilities, electric vehicle charging facilities, picnic areas, sufficient parking and sanitary facilities that meet the needs of a diverse workforce.

TII is responsible for the delivery of online service areas, whether developed as an integral part of new road projects or retrofitted on the Network. TII currently operates online service areas, through concessions, at 6 locations on the M1, M4, M6, M9 and M11 as indicated in Figure 4.1. Following any publication of spacing requirements in relation to the provision safe and secure parking areas; online service areas (existing and proposed) will have regard to the Commission Delegated Regulation (EU) 2022/1012 in relation to: level of service; provision of safe and secure parking areas for commercial vehicles; and the spacing of the same.

3.2 Offline Service Areas

Offline service areas are located adjacent to the mainline carriageway but accessed via a junction on the motorway / dual carriageway. TII recognises offline facilities that provide extensive services and fulfil certain criteria, namely that they:

- Include an appropriate level of parking provision for cars and Heavy Commercial Vehicles (HCVs);
- Convenient to Motorway Junctions with National and Regional Roads: Be located close to Motorway junctions, i.e., within 500 meters from the top of the furthest off-ramp of the motorway / dual carriageway junction;
- Remain open to the public on a 24 hours per day, 7 days per week basis;
- Permit commercial vehicles to park for longer periods, including overnight, thus allowing drivers to take breaks and rest periods;
- Provide safety and security equipment and appropriate facilities, including sanitary and driver welfare facilities alongside fuelling, recharging and ancillary facilities; and
- Motorway to Motorway Junctions: there are some motorway to motorway junctions on the Network which are of a non-standard layout, and so service areas located in the vicinity of these exceptional arrangements will be reviewed on a case by case basis.

Offline service areas are provided by private developers and TII has no responsibility in the delivery of such facilities. There are currently thirteen offline service area locations on the Network, which currently meet the requirements outlined above.

4.0 Policy for Service Area Provision

4.1 Existing Provision – Implementation since the 2014 Policy

When the 2014 Policy was published, five service areas were in place on the Network; three TII online service areas and two private off-line service areas off the M7 corridor, as indicated in Figure 4.1.

The provision of at least five new service areas on or immediately adjacent to the motorway network by 2020 was one of the actions outlined in the Government’s Road Safety Strategy (2013–2020), with the aim of reducing deaths and serious injuries on the road network.

Since 2014, a further fourteen service areas have opened, bringing the total number of service areas on the Network to nineteen locations, six of which are online, with a further thirteen offline. More recently, planning permissions have been granted for the development of offline service areas on: the M18 corridor in the vicinity of Ennis; and the M3 corridor in the vicinity of Dunshaughlin.

The change in service area provision between 2014 and 2023 is illustrated in **Figure 4.1**.

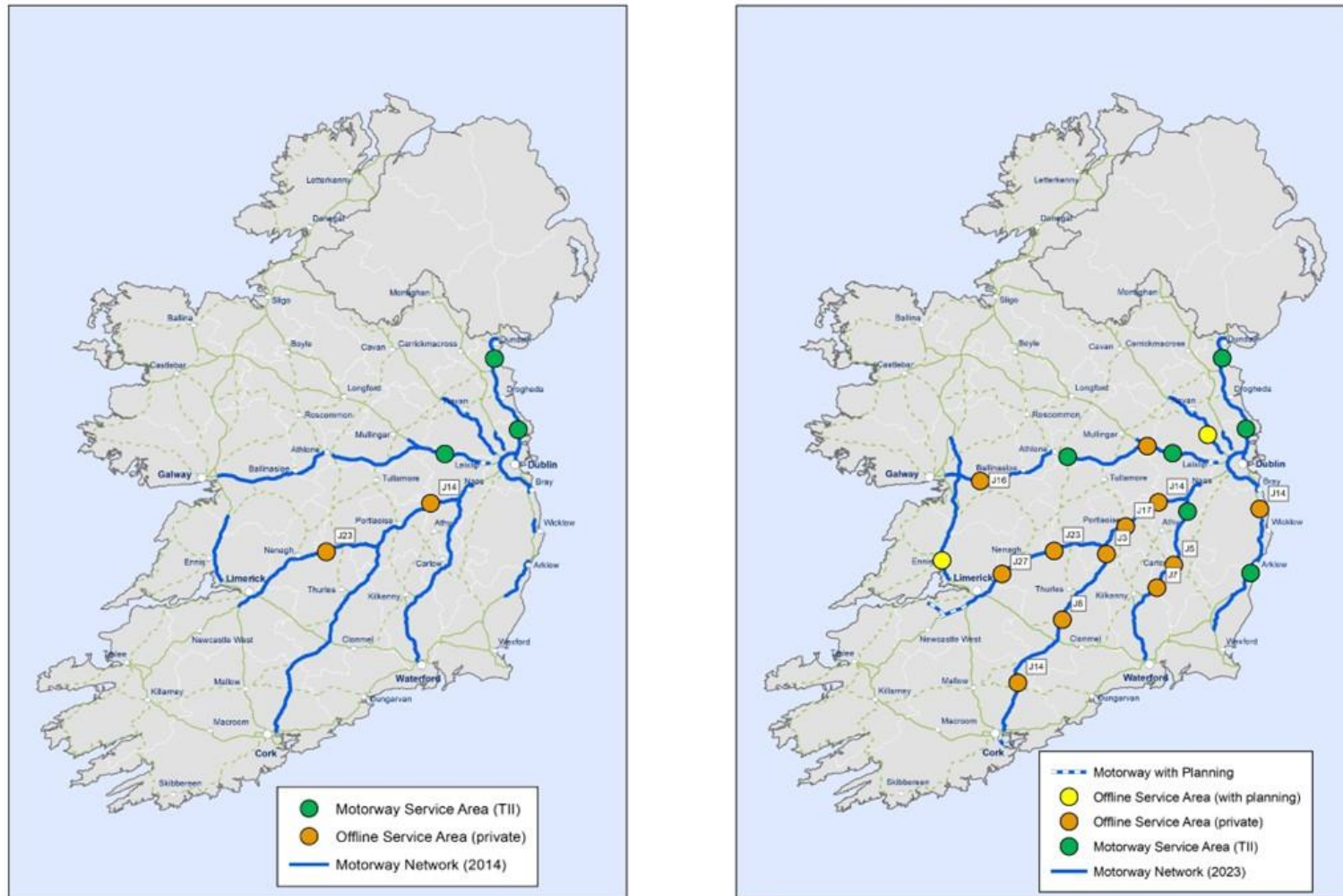


Figure 4.1: Changes in service area Provision between 2014 (left) and 2023 (right)

4.2 Research and Benchmarking

The proposed amendments to the EU TEN-T Regulation and the Alternative Fuels Infrastructure Regulations provides a prompt to alter recommendations with respect the desired maximum distance between service areas on the Network. Notwithstanding, a research and benchmarking exercise has been undertaken, to understand provision in other jurisdictions.

Fatigue, a 2018 paper by the European Road Safety Observatory,⁸ outlines how fatigue leads to a deterioration of driving performance manifesting itself in:

- slower reaction time;
- diminished steering performance;
- reduced ability to maintain headways; and
- increased tendency to mentally withdraw from the driving task.

As a result, fatigue is a major factor in a large proportion of road crashes (range 10-20%). The paper also notes that, when drivers are well rested and they take enough breaks during driving, they can drive further without reducing performance.

Considering TII's statutory obligations under European and National law (to provide a safe and efficient network of National Roads); TII intends to reduce the maximum distance between service areas, to ensure the provision of adequate resting facilities for drivers, thereby enhancing safety for all road users.

In determining an appropriate spacing, TII has taken cognisance of policy considerations alongside examples of motorway service area spacings in other European countries, such as:

- UK DfT guidance indicates maximum spacing between motorway service areas should be 28 miles (~45km) / 30 mins drive time for a HGV;
- In France, service areas are generally provided every 50km-60km;
- In Spain, service area provision depends on the traffic intensity and interaction with other motorways and generally ranges from 20km-60km; and
- In Germany, spacing between service areas is typically between 30km and 60km.

4.3 Revised Policy

On the basis of policy considerations, international research and benchmarking; a revised policy for service area spacing on the Network is proposed. The updated policy proposes a maximum distance between service areas on the motorway and Type 1 dual carriageway networks (including both the TEN-T Core and Comprehensive sections) of 60km, in line with EU Regulations.

The 2014 Policy targeted the provision of a service area at least every 100km on the Network. The current (2023) service areas on the Network are illustrated in Figure 4.1, and the distances between them outlined in Table 4.1.

⁸ https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/ersosynthesis2018-fatigue.pdf

Table 4.1 Current service areas on the Network and distances between them (including online and offline facilities)

| Corridor | TEN-T Network | From | To | Distance |
|-------------------------------|---------------|--------------------------------|--------------------------------|----------|
| M1 | Core | Start* | Lusk (J4-J5) | 15km |
| | | Lusk (J4-J5) | Castlebellingham (J15-J16) | 50km |
| | | Castlebellingham (J15-J16) | End | 24km |
| M2 | - | Start | End | 17km |
| M3 | - | Start (at M50) | End | 66km |
| M4 | Comprehensive | Start (at M50) | Enfield (J9-J10) | 35km |
| | | Enfield (J9-J10) | Kinnegad (J10) | 17km |
| | | Kinnegad (J10) | End | 20km |
| M6 | Comprehensive | Start (at junction with M4) | Athlone (J7-J8) | 53km |
| | | Athlone (J7-J8) | Kiltullagh (J16) | 62km |
| | | Kiltullagh (J16) | End | 26km |
| M7/Foynes | Core | Start (at M50) | Mayfield (J14) | 51km |
| | | Mayfield (J14) | Midway (Two facilities at J17) | 27km |
| | | Midway (Two facilities at J17) | Moneygall (J23) | 53km |
| | | Moneygall (J23) | Birdhill (J27) | 37km |
| | | Birdhill (J27) | Foynes/End | 54km |
| M8/M28 Ringaskiddy | Core | Start (at junction with M7) | Rathdowney (J3) | 7km |
| | | Rathdowney (J3) | Cashel (J8) | 52km |
| | | Cashel (J8) | Fermoy (J14) | 54km |
| | | Fermoy (J14) | Ringaskiddy/End | 49km |
| M9 | Comprehensive | Start (at junction with M7) | Kilcullen (J2-J3) | 10km |
| | | Kilcullen (J2-J3) | Carlow (J5) | 37km |
| | | Carlow (J5) | Paulstown (J7) | 19km |
| | | Paulstown (J7) | End | 54km |
| M11 | Comprehensive | Start (at M50) | Cullenmore (J14) | 24km |
| | | Cullenmore (J14) | Gorey (J21-22) | 39km |
| | | Gorey (J21-22) | End | 45km |
| M17/M18 | Comprehensive | Start (at junction with N17) | End (at junction with M7) | 120km |

Both the N21/N69 Foynes to Limerick and M28 Cork to Ringaskiddy schemes form part of the recently extended TEN-T Core network. It should be noted that some services for Heavy Commercial Vehicles will be provided at Foynes and Ringaskiddy Ports, in the vicinity of the port facilities.

4.4 Identified Need for New Service Areas and Provision

Taking into consideration the revised service area spacing policy, a needs assessment was undertaken to identify locations where service areas are required on the existing Network.

The needs assessment has identified locations on the existing Network where this maximum distance is currently exceeded; and where additional service areas are necessary to ensure that the minimum required service area provision is met. The following needs were identified:

- **M3 corridor** – The M3 does not form part of the TEN-T network. Nevertheless, there is a need for service area provision along this corridor. There is currently no service area in place along this route – planning

permission has been granted for an offline facility in the vicinity of M3 Junction 6 (3rd May 2023, currently under third party appeal).

- **M17/M18 corridor** – There is currently no service area in place on this corridor. A suitable location may be between Junctions 12 and 17 – planning permission has recently been granted for an offline facility in the vicinity of M18 Junction 12 (decision upheld by An Bord Pleanála, 21st October 2022).

TII had commenced with the planning of online facilities along the M3, M6 and M18 corridors in 2018/19. However, that planning activity/site selection was suspended in 2020 at all three locations; and will remain suspended, in order to allow the private sector to obtain full planning consent for offline service areas to address these needs. It is noted that full planning permission for offline service areas has recently been granted at M18 Junction 12 and also along the M3 Junction 6.

In the event that the private sector fails to achieve planning consent and delivery of facilities (as per the revised maximum spacing set out above) along the M3 and M17/M18 corridors respectively by the end of 2027; TII will reactivate its planning process (subject to the business case for any service area being robust).

TII will not seek to provide online service areas in the vicinity of existing offline service areas, assuming they remain open and continue to fulfil the criteria outlined in Section 3.2.

The service area needs outlined in this policy should not be interpreted as the only locations where further service areas can be developed; however, proliferation should be avoided, as set out in the Spatial Planning and National Road Guidelines for Planning Authorities (2012).

The identified needs are illustrated indicatively in Figure 4.2.

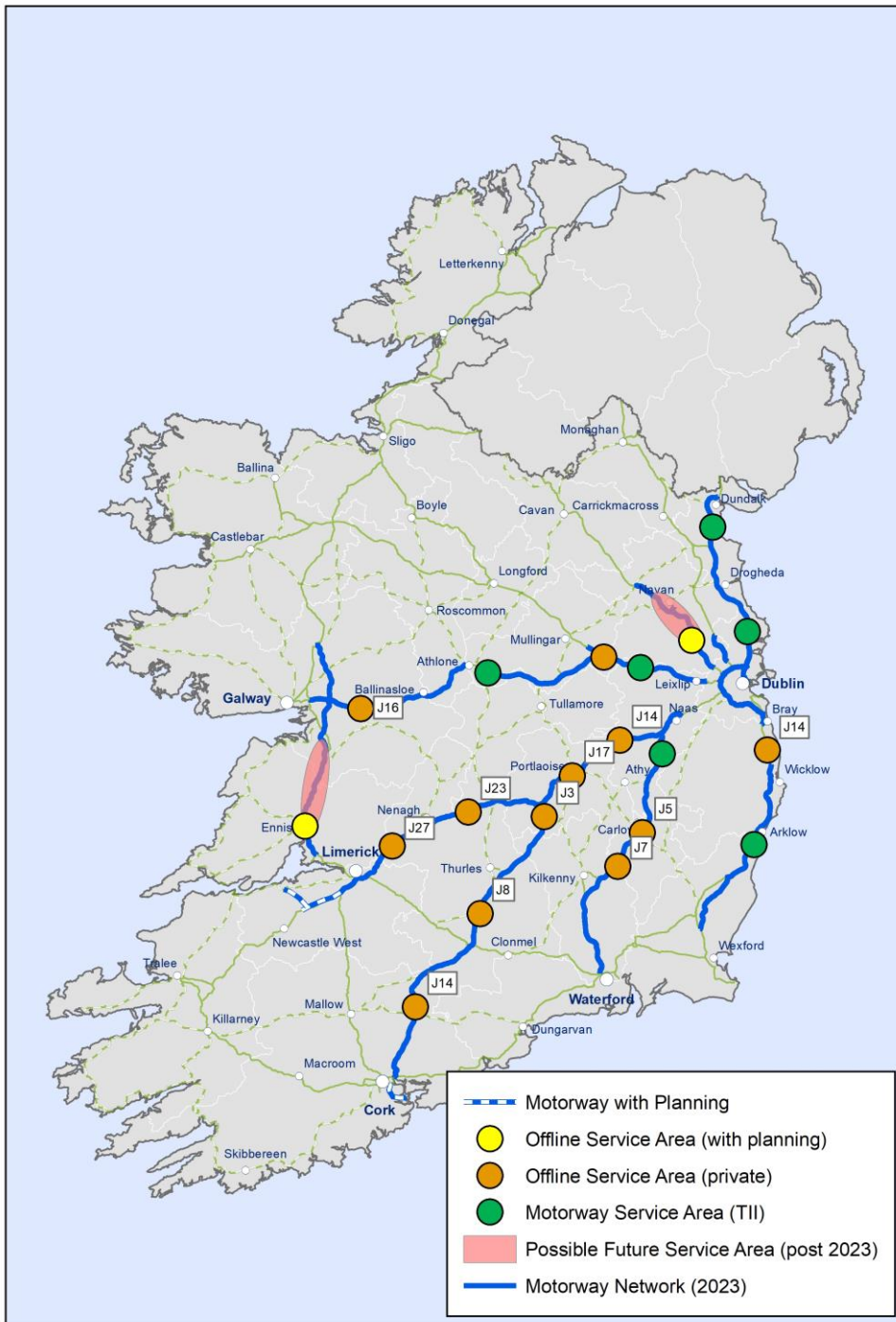


Figure 4.2: Post-2023 Service Area Provision: Existing Network.

5.0 Planning

TII's role in the future planning and delivery of service areas is outlined hereunder.

In accordance with the Spatial Planning and National Road Guidelines for Planning Authorities (2012), TII is responsible for the delivery of online service areas, whether developed as an integral part of new road projects or retrofitted on existing motorways and Type 1 dual carriageways. As part of these arrangements, TII's role is to acquire the necessary lands and to obtain relevant statutory approvals. TII will (subject to An Bord Pleanála approval) include appropriate on-line service areas as an integral part of roads schemes when planning or upgrading dual carriageways (including motorways), in accordance with the maximum distance spacing outlined above.

The needs assessment outlined above, concludes on the minimum required service areas on the current Network, to ensure compliance with the revised maximum distances between service areas. TII's responsibility is to ensure that these needs are provided for.

Planning applications for offline service areas is a matter for the relevant Local Authorities. In consideration of such service areas, the principles outlined in the Spatial Planning and National Road Guidelines for Planning Authorities (2012) are applied, particularly avoidance of issues such as the proliferation of private offline service area facilities at National Roads junctions. TII is a statutory consultee and prescribed body under the Planning and Development Acts and Regulations. To that end, Planning Authorities must notify TII of planning applications and development plans which impact on the National Roads or light rail network. Any TII submission on an offline service area will be made within the context of safety and efficiency impacts at the relevant National Roads junction.

The scope of this Policy update is limited to the motorway and Type 1 dual carriageway elements of the National Roads network.

6.0 Lay-bys and Garda Enforcement Areas

There are many lay-bys on the motorway network, as shown in Figure 6.1 below. These lay-bys currently provide parking areas for short period stops. In addition, there are several Garda Enforcement Areas on the Network; some of which are gated and not available for public use. These Garda Enforcement Areas (GEAs) support a law enforcement function in some cases.

The Service Area Policy 2014 stated the following with regards lay-bys:

'The Authority has previously constructed a number of lay-bys on the dual carriageway network, primarily intended as Garda enforcement areas, though in the absence of proper service areas many are open to public use. These lay-bys allow traffic to pull in off the main carriageway, but there are no facilities located in the areas and parking spaces are severely limited. It is not permitted for road users to exit their vehicles at these lay-bys. As such the lay-bys provide a limited service to road users. These lay-bys will be withdrawn from general public use, though some may continue in use as Garda enforcement areas.'

Since 2014, there has been a significant increase in service area provision along and adjacent the Network. Therefore, the need for lay-bys reduces. Furthermore, lay-bys have been highlighted through Road Safety Inspections (carried out in accordance with the Road Infrastructure Safety Management Directive) as an area of concern on safety grounds.

TII undertook usage monitoring surveys at the various lay-bys. These surveys indicated that there was significant usage of lay-bys by HGVs. TII has considered how best to operate and manage these parking lay-bys into the future. The policy for lay-bys is now as follows:

- Heavy Goods Vehicles (HGVs⁹) only will be permitted to use lay-bys, as the Network forms part of their workplace.
- Current GEAs will be re-purposed as lay-bys and gates will be removed.
- Any non-HGV drivers seeking rest areas, will make use of nearby service area facilities along the Network (outlined in Figure 4.1 above), except in the case of emergency.
- Some rationalisation and upgrade of parking lay-bys will commence along the Network.
- Remaining lay-bys on the Network (after rationalisation/consolidation) will be improved.
- A communications plan will be developed to highlight existing motorway service area facilities on the Network, as outlined in Section 7.

Further rationalisation of lay-bys may occur into the future, as additional service areas are developed along the Network. To this end, TII will enhance communications on the service area network, see Section 7 below. This raising of awareness around the service area network will be undertaken online (as set out below); and via provision of adequate informational signage along the Network.

Rationalisation of parking lay-bys will now take place where duplication of function exists with regards the service area network, and usage is diminished. The following Table 6.1 outlines the proposed changes in relation to Lay-bys and Garda Enforcement Areas on each of the motorway and Type 1 dual carriageway corridors.

Figures 6.1 and 6.2 below, provide an overview of the lay-bys (with planned rationalisation and closures) about the Network.

Table 6.1 Alterations to the Lay-by and GEA network.

| Corridor | Network | Actions with respect to Lay-bys |
|------------|---------------|--|
| M1 | Core | Closure of Garda Enforcement Area south of Lusk Service Area |
| M2 | - | - |
| M3 | - | - |
| M4 | Comprehensive | - |
| M6 | Comprehensive | Removal of Lay-by between Kinnegad and Athlone Development of a Lay-by between Athlone and Galway |
| M7 | Core | Removal of Lay-by between Nenagh and Limerick |
| M8 | Core | Removal of Lay-by between Thurles and Clonmel |
| M9 | Comprehensive | Removal of Lay-bys south of Kilcullen Service Area |
| M11 | Comprehensive | Removal of Lay-by south of Gorey Service Area |

⁹ Those operating for hire or reward and transporting goods using a vehicle with a maximum permitted weight above 3.5 tonnes.

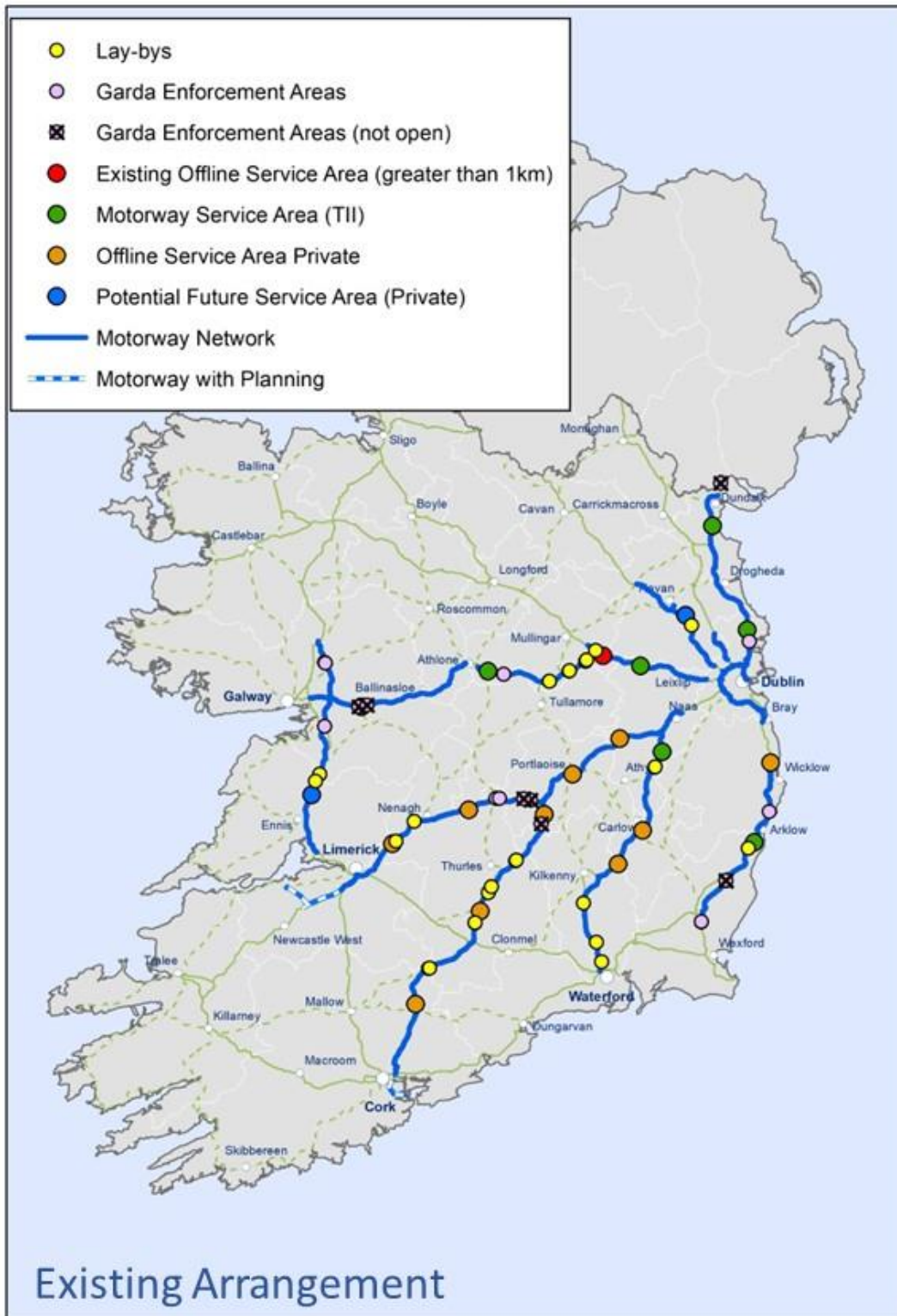


Figure 6.1: Garda Enforcement Areas and Lay-bys (Existing Arrangements)

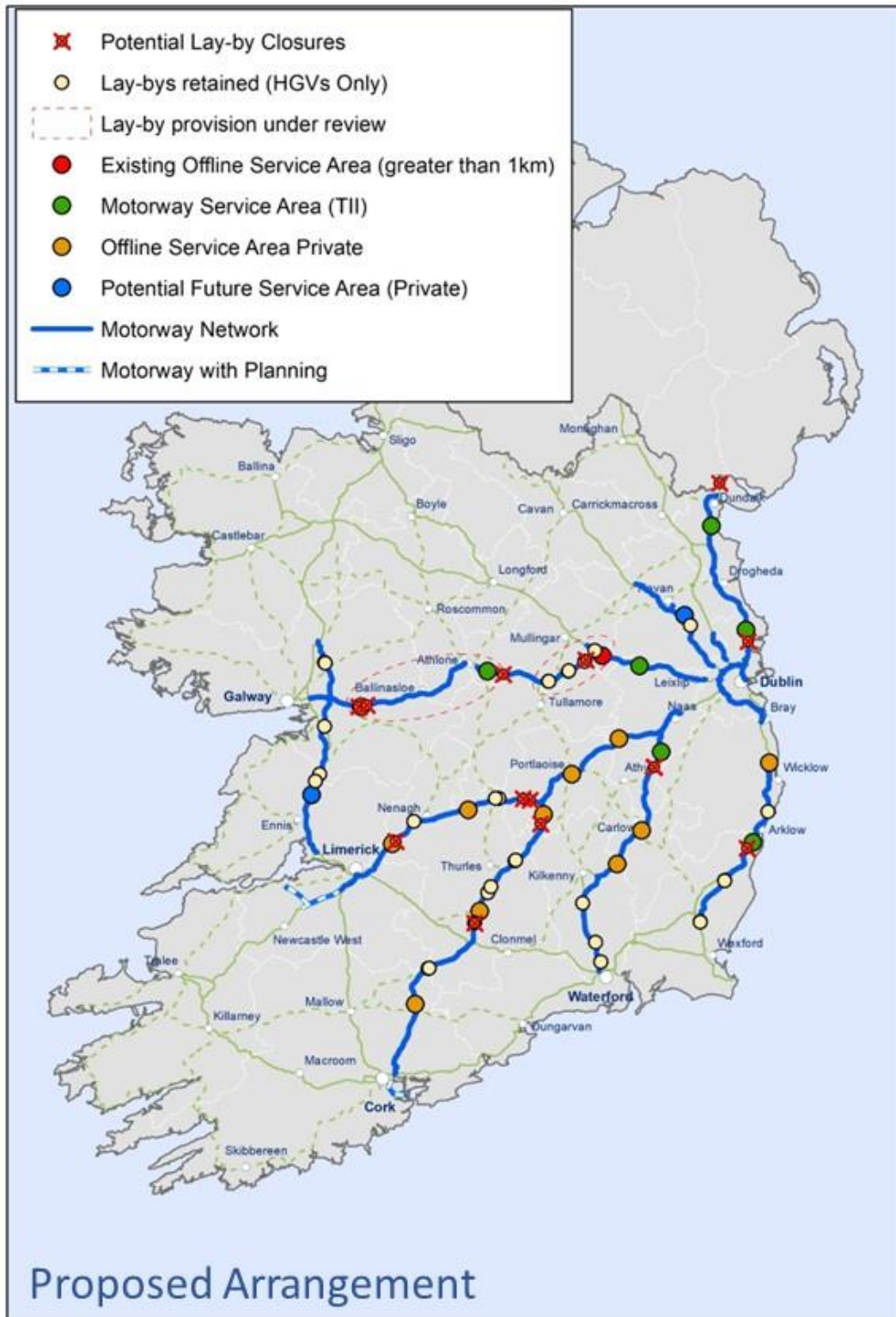


Figure 6.2: Garda Enforcement Areas and Lay-bys (Proposed Arrangements)

7.0 Policy for Communications

To ensure that drivers can adequately plan their journeys on the motorway and dual carriageway network, it is important that comprehensive, accurate and easy-to-find information on the locations of service areas (and the facilities they provide) is made available. There is a need to communicate this information in a clear and consistent manner to both domestic and international audiences; and indeed communicate on any additional service areas developed in the future.

In light of the above and in accordance with Action 19 of Ireland’s Road Haulage Strategy 2022-2031, it also proposed to update communications with respect to service areas (in consultation with the Department of Transport and the Road Safety Authority) via the following:

- TII will consolidate service area information online into a single, simple to use webpage and a TII ‘Tiredness Kills’ rest opportunities app;
- Information will be provided in an interactive and georeferenced map, with details of the services provided at each service area (accessed by clicking on the map);
- Information will be provided for online and offline service areas (that meet the criteria for motorway signage);
- The type and level of information provided will be consistent across the online and offline service areas; and
- TII will establish communications with wayfinding stakeholders to ensure the most up to date information is communicated and integrated on their webpages, ensuring the same quality of information across all platforms.
- TII will also provide information on the parking lay-bys about the Network; and will also inform the public about any re-purposing / rationalisation of the same.

TII’s Signage policy for Service Areas is provided in Appendix A for information.

Appendix A: Current Services Signage Policy

Services Signage Policy

Date: July 2023

Policy on Services Signage on the National Road Network

Introduction

A review of the TII Service Area Policy was commenced in Q3 2019. This review included a public consultation process in September 2019 whereby submissions were invited from interested parties. The policy on the signing of services on the national road network had previously been reviewed in Spring 2017. However, in light of a number of submissions that were received in respect of signage for service areas during the public consultation on the Service Area Policy it was considered appropriate to carry out a further review of the policy on the signing of services in conjunction with the Service Area Policy review.

This document sets out the updated policy of Transport Infrastructure Ireland on the provision of signage for services on the national road network.

There are a number of different types of facilities on the national road network for which signage for services are provided, principally:

1. On-line Service Areas (both double and single sided)
2. Off-line Service Areas
3. Service stations adjacent to motorway / dual carriageway junctions
4. Parking lay-bys
5. Facilities provided in bypassed towns or villages
6. Alternative Route signs
7. Service stations with HCV parking on the single carriageway network

The detail of all signs for services on the national road network must conform to the templates provided in the Traffic Signs Manual or as provided by TII, and are subject to the prior approval of TII under the *TII Signs Approval Procedure (DN-TSM-03082)*, available on the TII Publications website. TII will remain the final arbiter on the interpretation of the qualifying criteria set out for the various types of facility as set out in this document and as to its eligibility to qualify for the provision of services signage.

This document is sub-divided into two sections. Section 1 covers the provision of signage for Services Areas on the motorway / dual carriageway network (items 1 & 2 above). Section 2 covers signage for the other services facilities on the network.

Section 1: Signage for Service Areas on the Motorway / Dual Carriageway Network

1.1 On-Line Service Areas

TII will provide signage for all publicly provided on-line Service Areas. At the time of writing (July 2023) there are 6 on-line Motorway Service Areas (MSA) in place on the network. On-line Service Areas are accessed directly from the main line of the motorway via layouts similar to those of a standard slip road / junction arrangement. It follows that signage arrangements reflect those at standard junctions. These include (in either direction as applicable):

- Verge-mounted Services Ahead sign at 5km in advance of the diverge taper;
- Verge-mounted Tiredness Kills sign at 3km in advance of the diverge taper, to encourage road users to take essential breaks;
- Verge-mounted Advance Direction sign at 1km from the start of the diverge taper;
- A Fuel Prices sign, where the prices of fuels are displayed electronically, is provided at 750m in advance of the start of the diverge taper;
- Verge-mounted Advance Direction sign at 500m from the start of the diverge taper;
- Overhead cantilever gantry sign at the start of the diverge taper;
- A Services Directional sign is placed in the nose of the diverge, and
- Continuity signage will be installed as required from the top of the off-ramp to guide users to the various services, and back on to the main-line.

The Fuel Prices sign is required to satisfy the legal requirement for a fuel station to display fuel prices in advance of the entrance to the facility (SI 178 of 1997). The Fuel Prices sign may contain the name of the fuel provider as well as up to 6 fuel-related logos (for fuel cards, etc) at the bottom of the sign. The use of other non-fuel related logos is not permitted. Further Advance Information signs may be provided as appropriate, indicating the distance ahead to the next Service Area e.g. Next Service Area 50km Ahead. The colour of the signs, like the standard Advance Directional signage for junctions, will reflect the classification of the road (blue on motorways or green on national roads).

The sequence of signs is set out diagrammatically in Appendix I. As stated in the introductory section above, the detail of all of the Services signs (including the Fuel Prices sign) must conform to the templates provided in the Traffic Signs Manual or as provided by TII; and are subject to the prior approval of TII under the *TII Signs Approval Procedure*.

1.2 Off-Line Service Areas

At the time of writing there are approximately 13 off-line Service Area locations which have been developed by private sector interests adjacent to grade-separated junctions on the national motorway / dual carriageway network. TII recognises these Service Areas and the extensive services they provide to the motoring public as reflected in the Service Area Policy, and accordingly signage is also provided on the network for these off-line facilities. In order to qualify for such signage, the Service Area must meet a number of specified criteria as set out below:

- The Service Area must be constructed in accordance with the proper planning and development of the area and have secured the necessary permissions, licences and permits;
- The Service Area must remain open to the public on a 24 hour per day / 7 day per week basis. The primary services of fuel, oil, water, air, refreshments, convenience shop, vehicle parking and toilet & driver welfare facilities shall as a minimum be available on this 24/7 basis;
- The Service Area must be located immediately adjacent to the motorway / dual carriageway. Specifically, the distance to the entrance to the Service Area shall not be greater than 500m from the top of the furthest off-ramp on the motorway / dual carriageway junction, and the distance from the Service Area back to the top of the corresponding on-ramp shall also be no greater than 500m;

- In the case of motorway to motorway interchanges, where the configuration of the interchange is such that not all traffic movements to/from the Service Area can be accommodated within the 500m distance, some relaxation may be permitted on this criterion;
- Appropriate levels of car, bus and truck parking shall be provided, as determined relative to those set out in TII Standard *DN-GEO-03028, The Location and Layout of Service Areas* (available on the TII Publications website); and shall be available to commercial vehicles for overnight parking. Some relaxation may be permitted on the provision of these numbers of parking spaces having regard to the proximity of other Service Areas on the particular route. TII will remain the final arbiter on the levels of parking deemed appropriate in order for a facility to qualify for services signage.

As these off-line Service Areas are located adjacent to junctions on the motorway / dual carriageway, signage for these off-line facilities has of necessity to be installed in conjunction with the standard Advance Directional signage for the particular junction, and hence will differ from the signage provided for on-line Service Areas described above. The Service Area signage is provided on a brown background with white symbols indicating the services provided; and is installed at positions available between the Advance Direction signs, and Tourist signs where they are present at the particular junction. These Advance Direction and Tourist signs are installed in accordance with the provisions of the Traffic Signs Manual and the locations of these signs cannot be altered to accommodate the installation of Service Area signage. Continuity signage must be provided from the motorway / dual carriageway junction to and from the Service Area facility to guide users from the motorway / dual carriageway to the facility and back to the main-line. None of the signage for off-line Service Area is permitted to contain the name of any individual operator, service provider or business.

While the exact locations of the Services signage for off-line facilities will be designed around the Advance Direction and Tourist signs and other constraints on the approaches to the particular junction, an indicative sequence of signs is set out in Appendix II. It may not be possible to provide all of the signs outlined in this sequence, depending on the proximity of adjacent junctions and other factors at the particular location. The typical sequence of signs includes (in either direction as applicable):

- Verge-mounted Services Ahead sign at 5km in advance of the diverge taper;
- Verge-mounted Tiredness Kills sign at 3km in advance of the diverge taper, to encourage road users to take essential breaks;
- Verge-mounted Advance Direction sign at 1500m from the start of the diverge taper;
- Verge-mounted Advance Direction sign at 750m from the start of the diverge taper;
- Continuity signage must be installed as required from the top of the off-ramp to guide users to the Service Area, and back from the Service Area to the main-line.

A Fuel Prices sign may also be provided where space permits. As with the Fuel Prices signs for on-line Service Areas, these signs permit the prices of fuels to be displayed electronically, along with the name of the fuel provider and up to 6 fuel-related logos (for fuel cards, etc) at the bottom of the sign. The display of other non-fuel related logos or service provider names is not permitted. While the location of these Fuel Prices signs is indicatively shown at 400m from the start of the diverge

taper on the sequence of signs in Appendix II, the exact location of these signs will be determined on a case-by-case basis as described above, taking into account the presence of other signs and constraints on the approach to the junction. It will only be possible to provide one Fuel Prices sign (in either direction) at each junction. Permission to provide Fuel Prices signs will be given on a first come first served basis i.e. where off-line Services signage including Fuel Prices signs has already been installed (or approved for installation) at a particular junction, no additional Fuel Prices signs may be installed. Where two (or more) off-line Service Areas are developed adjacent to a junction at around the same time, no Fuel Prices sign will be approved for installation in the Services signage package for either facility.

As stated in the introductory section above, the detail of all of the Services signs (including the Fuel Prices sign) must conform to the templates provided in the Traffic Signs Manual or as provided by TII, and are subject to the prior approval of TII under the *TII Signs Approval Procedure*.

The cost of all signage for off-line privately funded facilities shall be borne by the developer / operator. Installation of the Service Area signs will be carried out by the motorway operator or maintenance contractor as the case may be. Arrangements should be made with TII for the installation of these signs on the motorway / dual carriageway network.

Unauthorised signs, trailer boards, hoardings, banners and other forms of advertising are not permitted on or adjacent to the national road network. TII approval will not be granted for the installation of any Services signage for any facility for which such unauthorised signage is in place. In addition, TII reserves the right to remove or cover any existing Services signage in the event of the services at the particular facility falling below the required standards set out in the TII Policies, or where unauthorised signage for the facility is installed or retained on or adjacent to the national road network.

1.3 Advance Information Signs

In addition to the sequences of signs for on-line and off-line Service Areas outlined above, Advance Information signs may be installed at appropriate locations on the motorway / dual carriageway network displaying the distances to Service Area facilities on the route ahead. Such signage will be installed by TII, and TII will be the final arbiter on the facilities to be included thereon. These signs will be reviewed periodically and revised as appropriate to reflect evolving conditions.

Section 2: Signage for Other Service Facilities on the National Road Network

2.1 Service stations in rural areas adjacent to the motorway / dual carriageway network

TII may provide signage for service stations close to the motorway / dual carriageway network where there are no nearby Service Areas on the particular section of route; and where private service stations exist close to the route providing the three essential motorist facilities of fuel, toilets and refreshments. A diagrammatic example of this signage is shown in Appendix III.

In order to qualify for such signage the service station must:

- Be within 1 km of the motorway / dual carriageway junction, as measured from the top of the furthest off-ramp on the motorway / dual carriageway. The distance from the service station back along the same route to the top of the corresponding on-ramp shall also be no greater than 1 km. [Hence the provision of such signage will not be provided from half interchanges on the motorway / dual carriageway];
- Provide at least petrol and diesel fuels together with oil and water, and
- Be open for business for a minimum of 12 hours per day 7 days a week.

It is important that continuity signage is provided from the tops of the off-ramps through to the facility and back again to the appropriate junction. As in the case of off-line Service Areas, any signage provided shall not contain the name of any individual operator, service provider or business. The cost of all signage for privately funded facilities shall be borne by the operator. Installation of these service station signs will be carried out by the motorway operator or maintenance contractor as the case may be, by arrangement with TII.

As with all other signage on the national road network, these services signs must conform to the templates provided in the Traffic Signs Manual or as provided by TII and are subject to the prior approval of TII under the *TII Signs Approval Procedure*. TII reserves the right to determine which service station facilities will be signed on the network; and to remove or cover any existing signage in the event of the services at the particular facility falling below the required standards, or where unauthorised signage for the facility is installed or retained on or adjacent to the national road network.

As these signs for service stations are provided only where there are no nearby Service Areas on a particular section of route, they will be replaced with Services signage per Section 1 of this Policy where qualifying Service Areas are subsequently developed.

2.2 Lay-bys on the motorway / dual carriageway network

TII provides signage for lay-bys on the motorway / dual carriageway network. Currently, advance signs of a standard format per the Traffic Signs Manual are provided at 2km and at 500m before the lay-bys – a diagrammatic layout of existing arrangements is provided in Appendix IV.

The updated draft Service Area Policy 2023 proposes an alteration in terms of the availability of lay-bys for motorists on the motorway and Type 1 dual carriageway networks (see Section 6.0 of the draft Service Area Policy 2023). In line with the draft Service Area Policy 2023, only HGVs will be permitted to use lay-bys. Any non-HGV drivers seeking rest areas will be expected to make use of nearby Service Area facilities along the Network, except in the case of emergency. Updated signage for lay-bys will be developed in due course, to reflect this usage restriction (i.e. HGVs only).

2.3 Bypassed towns and villages

The TII Policy on the Provision of Tourist and Leisure Signage on national roads states that “*in general TII will provide white-on-brown tourist signage panels for bypassed towns and villages on the national road network*”. These signs are normally installed as part of the signage package for the particular new scheme bypassing the town or village. They are of a standard format per the Traffic

Signs Manual, displaying the name of the town or village, and may contain up to four symbols indicating the principal facilities and services available in the town or village. Where the services available include fuel, the petrol pump symbol may be shown at a larger scale than the other symbols (the exact size will be determined by the number of symbols and the layout of the sign). The fuel symbol should only be used where the service station is within 5 km of the national road and open for business for a minimum of 12 hours per day 7 days a week. The route back to the national road should also be no longer than 5 km. Continuity signage should be provided from the junction with the national road through to the facility and back again to the appropriate junction. Signage bearing the name of any individual premises or business is not permitted.

2.4 Alternative Route Signs

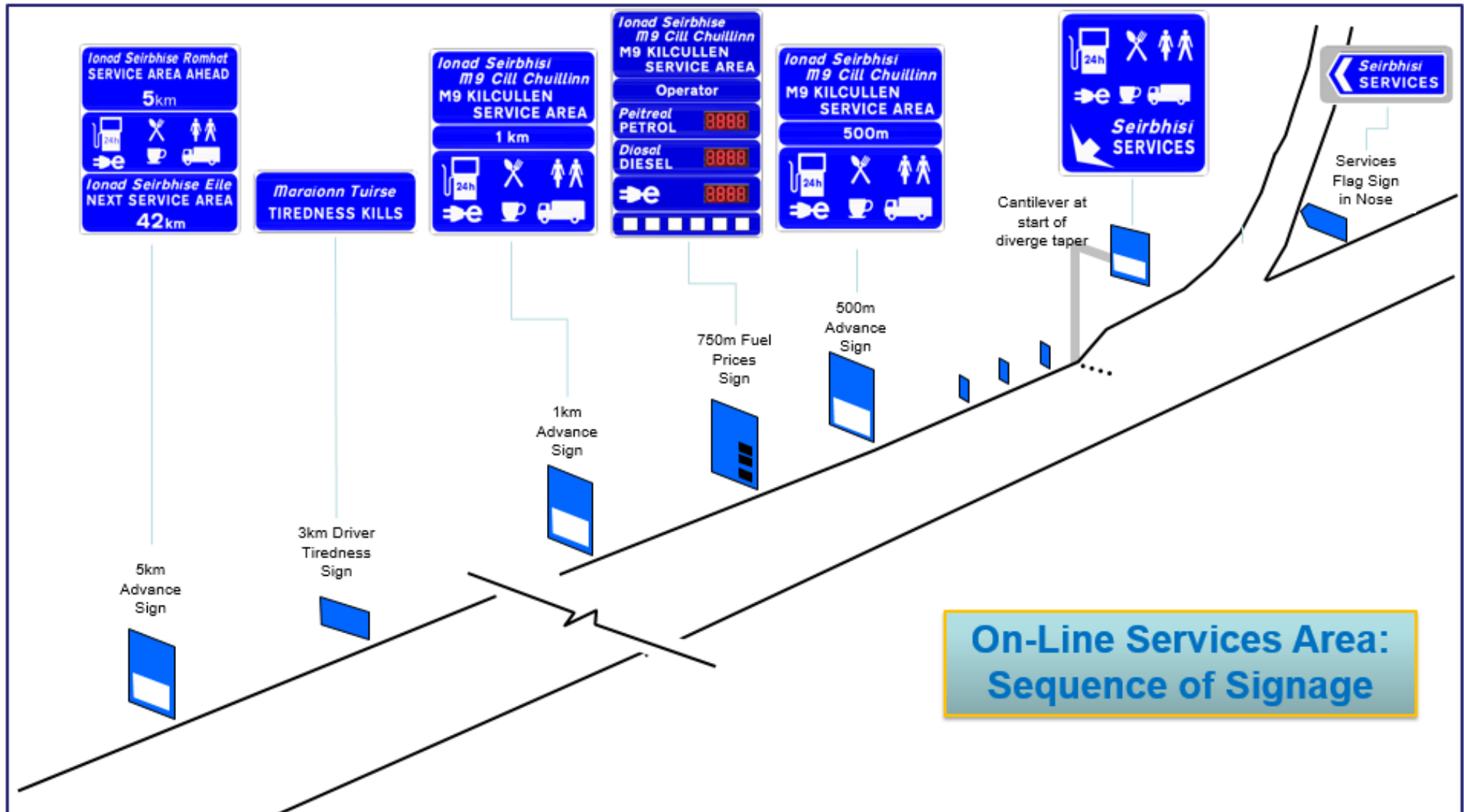
Alternative Route signs are also of a standard format per the Traffic Signs Manual. They may be used to indicate bypassed sections of old national routes (such as the old N6 Dublin – Galway), displaying the names of the towns or villages along the old route, together with a number of symbols identifying the various services available along this route. They are intended for the tourist or more leisurely driver who may not wish to travel on the high-speed national motorway / dual carriageway network. These signs are normally installed as part of the signage package for new schemes bypassing the particular old section of national road.

2.5 Service Stations with HCV parking on the Single Carriageway Network

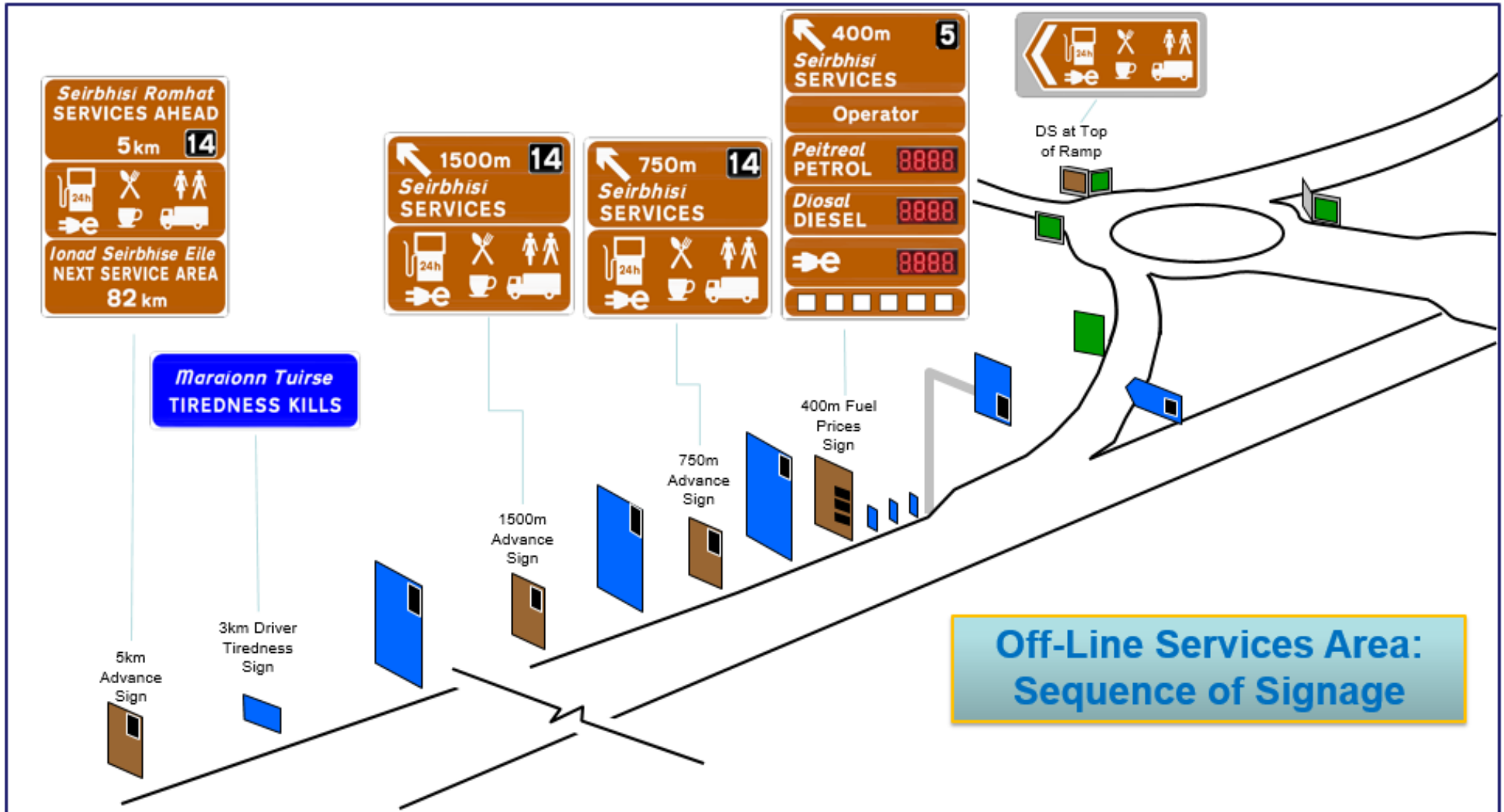
There are a number of larger service stations on the single carriageway national road network which in addition to fuel, toilets and refreshments provide parking for both cars and heavy commercial vehicles. While these facilities are on the side of the national road and are generally quite visible to the road user, it may in certain instances be beneficial to provide an Advance Information sign at approximately 150m from the facility to give notice to drivers of commercial vehicles in particular of the presence of the facility ahead where they may pull in and park off the main road. An example of this sign is shown in Appendix V.

The cost of all signage for privately funded facilities shall be borne by the operator. For any re-development or expansion of facilities the matter of signage should be addressed at planning application stage. As with all other signage on the national road network, these signs are subject to the prior approval of TII under the *TII Signs Approval Procedure*. TII reserves the right to determine which service station facilities will be permitted signage on the network.

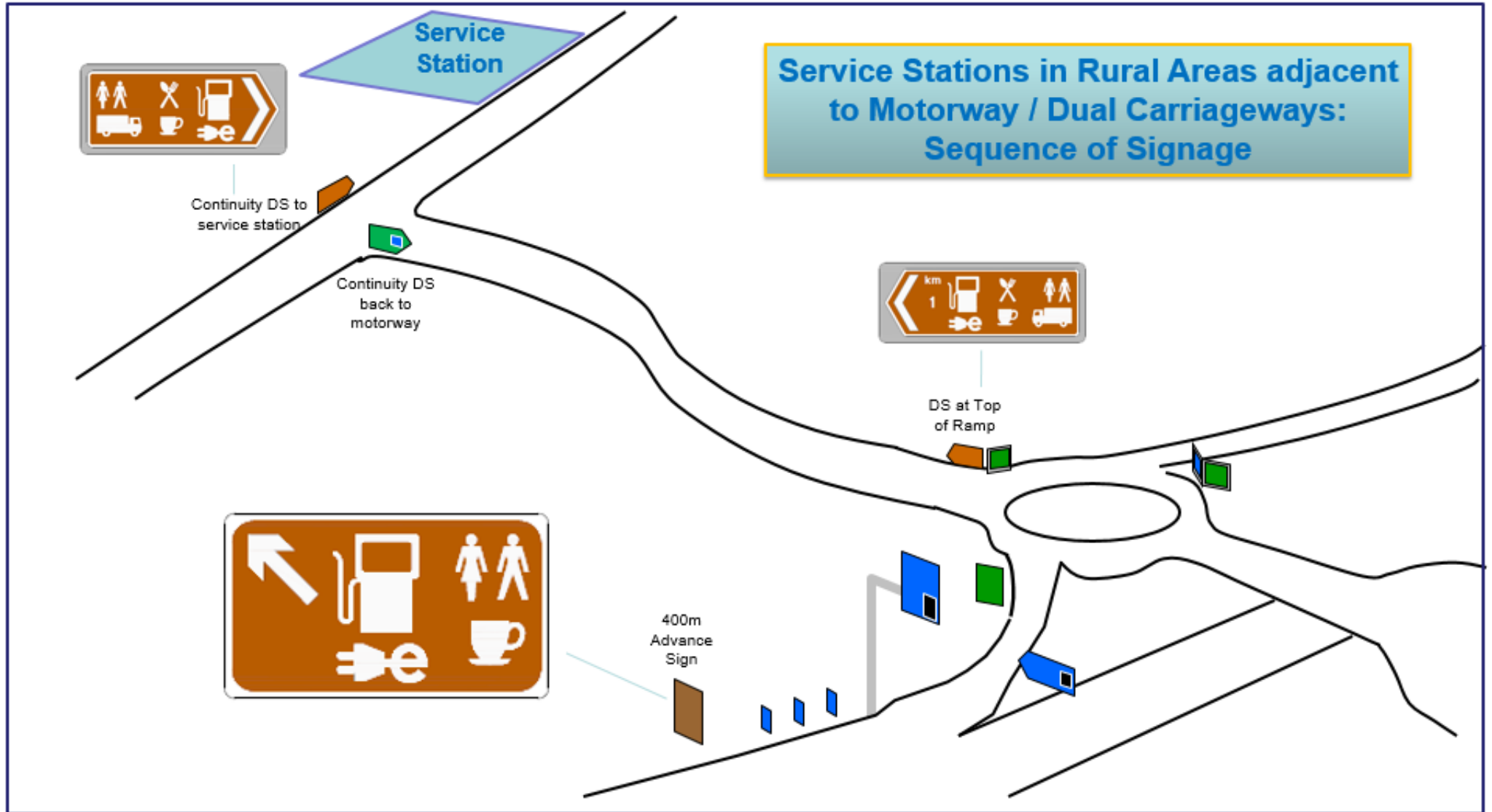
APPENDIX I



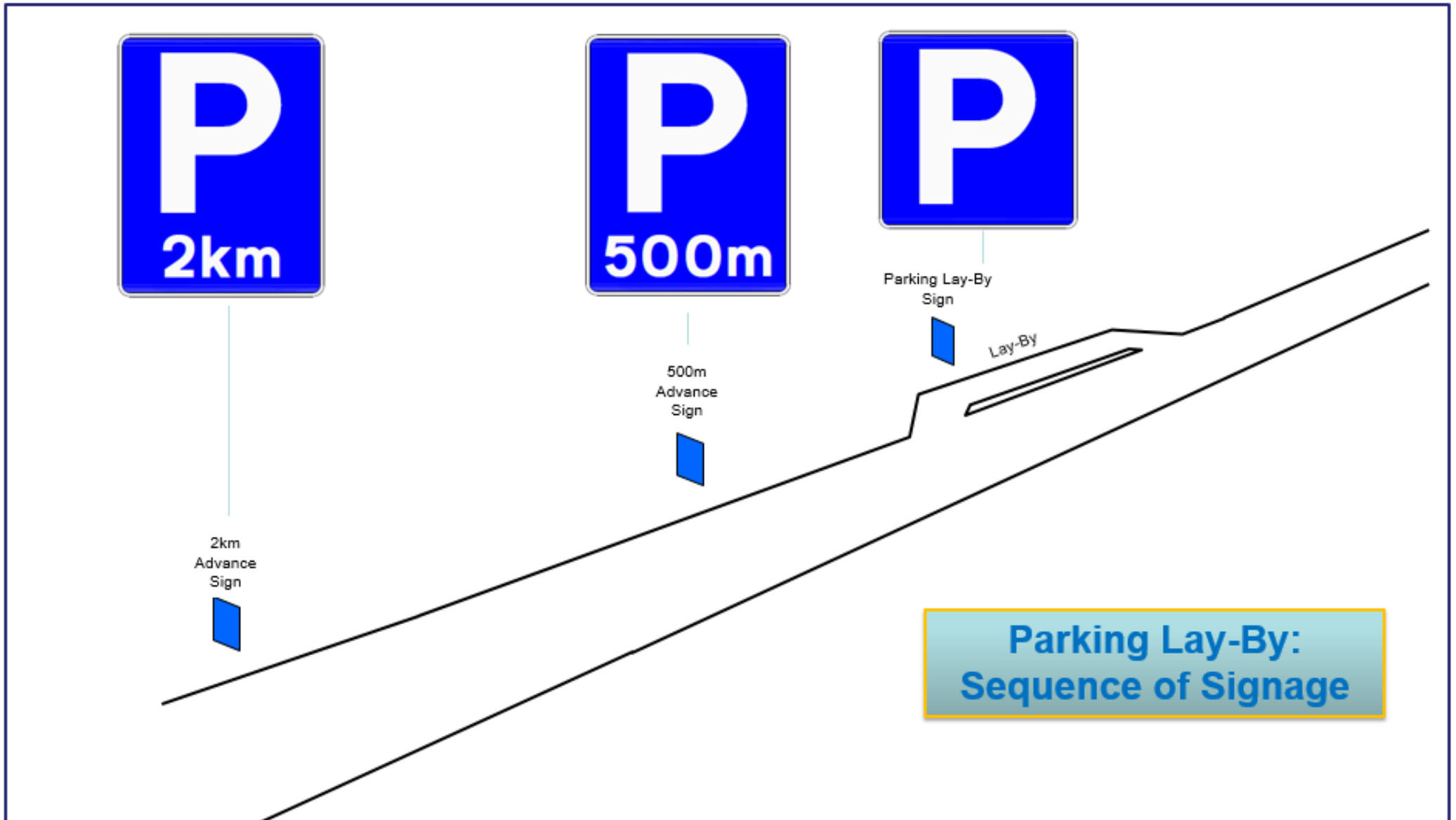
APPENDIX II



APPENDIX III



APPENDIX IV (to be updated as per Section 6.0 of the Service Area Policy 2023)



APPENDIX V



Bypassed Town / Village Sign



Service Station with HCV Parking on Single Carriageway Network: Advance Information Sign



| | |
|-------------------------------------|---------|
| <i>Cill Choca</i> KILCOCK | km 2 |
| | |
| <i>An Bóthar Bui</i> ENFIELD | 11 |
| | |
| <i>Maigh Bhealaigh</i> MOYVALLEY | 17 |
| | |
| <i>Cluain Ioraird</i> CLONARD | 25 |



Alternative Route Sign

APPENDIX VI

Sample of Agreement between TII and Service Area Operator

Letter of Agreement

[Date]

[Service Area Operator]

[Address 1]

[Address 2]

[Address 3]

[Address 4]

Dear XXXX,

This letter summarises the Agreement that I believe we have reached following our discussion on [date]. If this Agreement is acceptable to you, please sign below in the space designated for your signature.

As I understand we have agreed as follows:

1. TII will approve the package of Services signs agreed in respect of the off-line [Name] Service Area at Junction [Junction Number] on the [Route Number] motorway / dual carriageway and issue the Certificate C under the TII Signs Approval Procedure.
2. The installation of the signs and any alterations to existing signs will be funded by [Service Area Operator].
3. TII will make arrangements with [MMaRC or PPP Contractor] for the installation of the approved Services signs.
4. [Service Area Operator] agrees to dismantle and remove any unauthorised signage in respect of its services on or adjacent to the motorway / dual carriageway network, including any such signage at or adjacent to associated junctions. [Service Area Operator] further agrees not to re-erect this or any other unauthorised signage in respect of its services on or adjacent to the motorway / dual carriageway network or associated junctions.
5. TII reserves the right to remove or cover any existing services signage in the event of the services at a particular facility falling below the required standards set out in the TII Policies, or where unauthorised signage for the facility is installed or retained on or adjacent to the national road network.
6. Neither party are liable to the other for any losses incurred by either party as a result of the above provisions.

Signed: _____ Service Area Manager

Date: _____

Signed: _____ Service Provider Representative

Date: _____

Signed: _____ Transport Infrastructure Ireland

Date: _____



Bonneagar Iompair Éireann
Transport Infrastructure Ireland



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