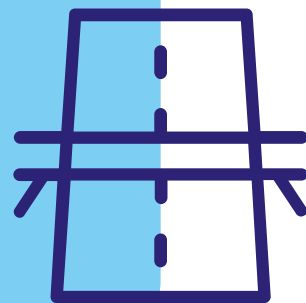
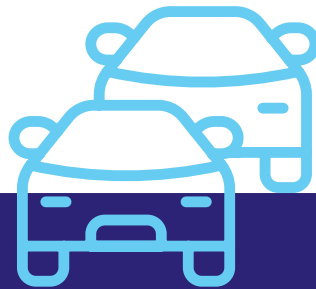


Transport Infrastructure Ireland

Park and Share Policy

(2025-2027)



September 2026

TII Park and Share Policy

Background and Rationale

Transport Infrastructure Ireland (TII), as set out in the Roads Acts 1993, is responsible for securing the provision of a safe and efficient network of national roads having regard to the needs of all users. TII's Statement of Strategy 2026-2030 sets out a number of strategic objectives that aim to reduce the risk and number of collisions, injuries and fatalities on the National Roads Network.

Each year, TII carries out a programme of periodic road safety inspections across the National Roads Network, in compliance with the EU Directive on Road Infrastructure Safety Management. These inspections are carried out in order to identify any safety risks on the network.

Vehicles have been observed parked in the hard shoulder of national roads and on the approaches to national roads and motorways, as confirmed during these road safety inspections. This parking is often associated with vehicle sharing to onwards locations, and some such parking is associated with bus stop locations. This informal parking poses safety risks. These vehicles impede the hard shoulders, leading to dangerous behaviour such as pedestrians crossing these roads where there is high-speed traffic and unsafe turning movements, all of which have been observed in both daylight and darkness. (see Figure 1 and 2).

Furthermore, the vehicles themselves are hazards for other motorists, contrary to TII's efforts to provide 'forgiving roadsides'. Subsequent TII analysis, which included parking surveys and driver intercept surveys, confirmed that such long-term parking was associated with vehicle sharing. This indicated a clear demand for safe facilities that enable 'parking and sharing' along sections of the National Roads Network.

The Road Safety Strategy Phase 2 Action Plan (2025-2027) assigns a number of actions to TII. Action 7 assigned to TII states:

Develop a programme of Park and Share facilities to remove unsafe parking and manoeuvres and to reduce pedestrian activity on hard shoulders and junctions of National Roads, including delivering a minimum of four Park and Share sites on or adjacent to the National Roads Network.

Park and Share or Park and Ride?

Park and Share facilities are similar to Park and Ride facilities. The primary function of Park and Share facilities is to enable the sharing of private vehicles for onward travel. The primary function of Park and Ride facilities is to connect users to public transport services.



Figure 1 - Informal Parking Adjacent to the National Roads Network

1. This report is available on TII's website at: [louth-park-and-share-pilot-and-trial-ex-post-evaluation-april-20206.pdf](https://www.tii.ie/louth-park-and-share-pilot-and-trial-ex-post-evaluation-april-20206.pdf)

As such, this policy seeks to provide the rationale and context for future delivery of such facilities. This will draw on TII and the Local Authorities' experience to-date in delivering a Park and Share facility (see TII's Louth Park and Share: Pilot and Trial Ex-Post Evaluation, April 2026; and photo on page 4).

While the primary reason for this policy is to address the safety issues resulting from informal, hazardous roadside parking, there are also other notable benefits from Park and Share facilities, as outlined in the Ex-Post Evaluation of the Louth Park and Share. For example, 'assuming car-sharing passengers make a return journey, 150 km per day is avoided by each car parked

at the P&S in Louth', indicating notable reductions in vehicle emissions. This likewise can provide benefits in relation to congestion reduction. Benefits in terms of costs savings for motorists were also noted in the Ex-Post Evaluation, with most users availing of the facilities to reduce their weekly travel costs.

Furthermore, a number of users reported that the Louth Park and Share facility reduces their time driving each week, with an associated reduction in fatigue. TII undertook consultation with Local Authorities, the National Transport Authority, and the Department of Transport whose feedback informed the development of this policy.



Figure 2 - Informal Parking Adjacent to the National Roads Network

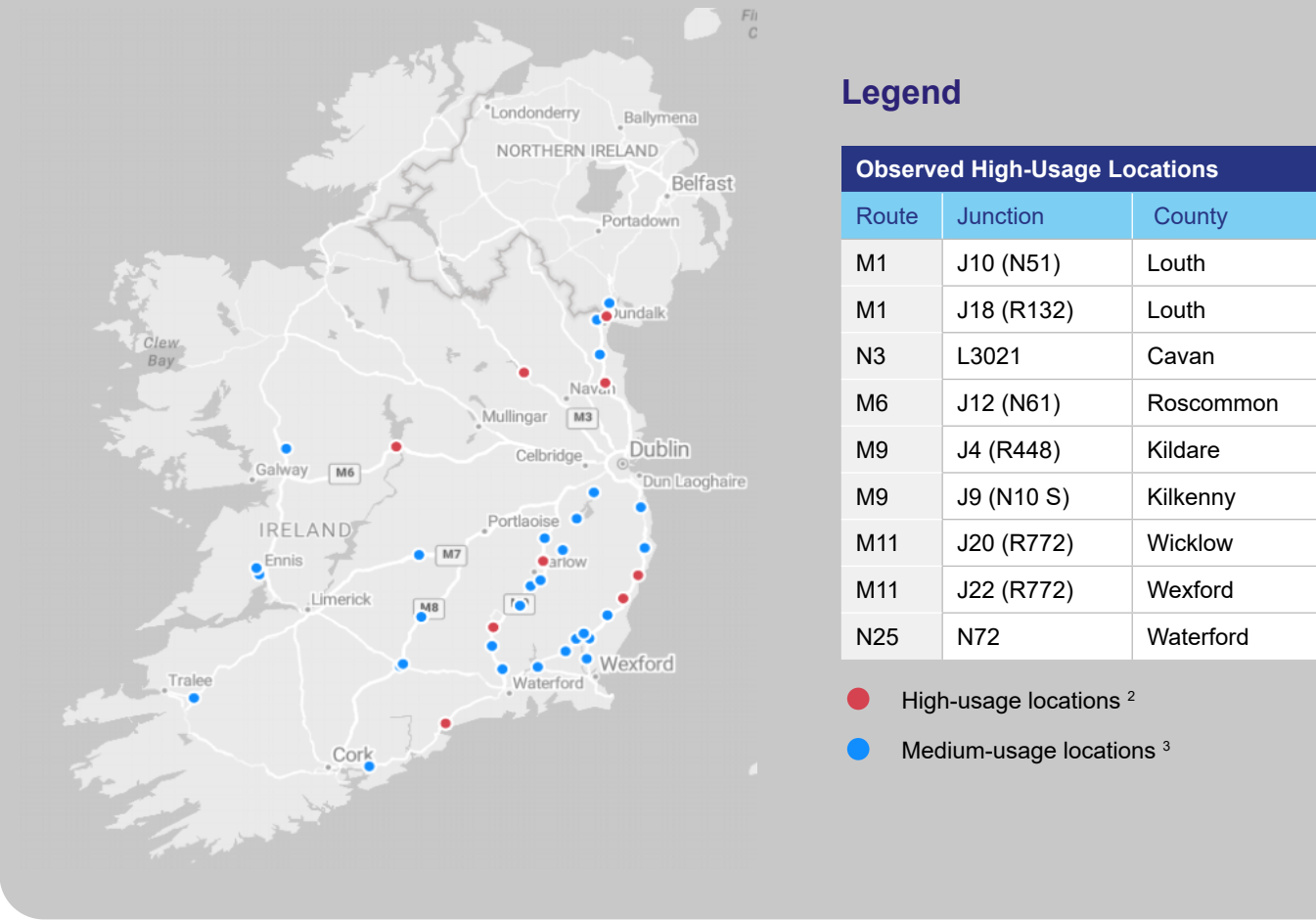
Observed Informal Parking and Sharing on the Network

As part of its programme of TII Road Safety Inspections, TII identified where persistent, hazardous, informal parking is taking place on or adjacent to the National Roads Network. This includes persistent parking in hard shoulders, field entrances and / or informal off-road facilities. A list of those locations was compiled following a survey in 2019 and updated in 2022, which is shown in the map below. This list is not exhaustive.



Figure 3 – M1 Louth Park and Share Facility

Figure 4. Locations where persistent hard shoulder parking was observed in 2022



2. High-usage sites are those that typically have more than 15 vehicles parked in hard shoulders and / or at field entrances.
3. Medium-usage sites are those that typically have between 5 and 15 vehicles parked in hard shoulders and / or at field entrances.

What is a TII Park and Share?

TII defines these Park and Share facilities as safe, purpose-built parking facilities in areas adjacent to the National Roads Network, that enable the sharing of private vehicles for travel to onward locations, and may also facilitate safe access to bus services.



Policy Objectives

The primary objective of this Policy is to improve safety on the National Roads Network, by providing such facilities, and thereby reducing unsafe behaviour.



Figure 5 - Informal Parking Adjacent to the National Roads Network

Further benefits

In addition to the safety benefits, Park and Share facilities also enable “integrated mobility” and “shared mobility”, with corresponding benefits in terms of vehicle emissions reductions and congestion reduction. These facilities thereby allow for more efficient use of vehicles and the National Road Network, as a result of increased levels of shared travel in private vehicles.

The facilities also have been found to provide benefits in terms of improved energy levels and reduced tiredness and fatigue amongst those parking at the sites, indicating positive impacts on health and wellbeing. (This, and other findings, are outlined in the Louth Park and Share: Pilot and Trial Ex-Post Evaluation report.)



Policy Principles and Plan

This Policy is in line with the Safe Systems Approach, and as such is defined by both proactive and reactive approaches to road safety. Ireland’s Road Safety Strategy 2021-2030 sets out seven Safe System priority areas, and this Policy supports in particular those of ‘Safe Roads and Roadsides’, ‘Safe and Healthy Modes of Travel’, and ‘Safe Work-Related Road Use’.

Park and Share facilities will be delivered by Local Authorities with TII funding where there is clear safety risk demonstrated, i.e. where there is persistent informal roadside parking on and/or adjacent to the National Roads Network, which impacts the network.

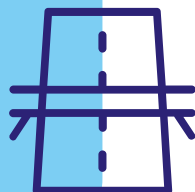
During the Road Safety Strategy Phase 2 Action Plan (2025-2027), TII will:

- Fund a minimum of four facilities, to be delivered by the respective Local Authority.
- Target high-risk (e.g. high-usage) sites identified through roadside parking surveys.

- Use TII’s Road Safety Improvement Scheme Approval Procedure for delivery mechanism.
- Maintain these facilities through existing maintenance contracts, such as the Motorway Maintenance and Renewals Contracts (MMaRCs) where applicable.
- Plan these facilities in line with the Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’, or any subsequent update, as well as Regional Strategies, local authority development plans and any relevant local transport plans.
- Update the Locations Map and subsequent versions of this Policy based on ongoing TII road safety inspections and monitoring.
- Identify lessons learned from the delivered facilities, to inform the delivery of future facilities and the next revision of this Policy.

TII Park & Share Design Guidelines

This Policy complements TII’s Park and Share Design Guidelines, which TII is currently developing for publication in 2026.



www.tii.ie



info@tii.ie



+353 (01) 646 3600



Parkgate Business Centre,
Parkgate Street, Dublin 8,
D08 DK10, Ireland