

Review of Service Area Policy (2014)

Consultation Paper
September 2019



Introduction

Transport Infrastructure Ireland (TII) published its Service Area Policy in August 2014. The Service Area Policy is available at this [link](#) (within the TII-Library → Strategic Planning → Service Areas folder)

The policy involved a comprehensive review of the services available on or adjacent to the motorway and dual carriageway network and the need to provide facilities to allow drivers (in particular commercial drivers) to stop and rest. TII is now undertaking a review of this the Service Area Policy. As part of this review we are seeking the views of stakeholders.

Overview of Service Area Policy (2014)

TII's mission is to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic growth. Under the Roads Act 1993 (as amended) TII's function include the provision of a safe and efficient network of national roads. In line with European Union policy it is accepted that a safe road network includes the provision of sufficient parking areas to allow drivers to stop and rest, in particular commercial drivers.

In responding to the need for adequate provision of service area facilities TII published the Service Area Policy in August 2014. The Service Area Policy had four complementary goals. These were:

1. To ensure adequate social protection for commercial road users;
2. To improve road safety by averting road fatigue of road users (for strategic long-distance inter-urban and inter-regional traffic) in line with the Government's Road Safety Strategy (2013-2020);
3. To comply with European Union regulations including the Trans-European Transport Networks (TEN-T), Driving Time and Rest Periods Regulations, and Road Infrastructure Safety Management and Intelligent Transport System Directives; and
4. To inform the Spatial Planning and National Road Guidelines for Planning Authorities (2012).

The Service Area Policy states that on the motorway/dual carriageway network, services areas are to be provided approximately every 100km. It acknowledges the valuable role that private off-line facilities play in meeting the needs of road users. The policy identified the need for a total of 19 service areas, 5 of which were already in place in 2014.

Coverage and spacing of service areas

In 2014, a total of five service areas existed on the network. Three of these were on-line service areas provided by TII, operating under a concession agreement while the remaining two were off-line privately operated facilities, fulfilling the criteria as set out in Section 3.3.2 of the policy. The status of service area provision in 2014 and 2019 is shown in the maps below. As of August 2019, there is four on-line service areas, two on-line under construction and ten off-line privately operated facilities.

2014



- Motorway Service Area (TII)
- Offline Service Area (private)
- Motorway Network (2014)

2019



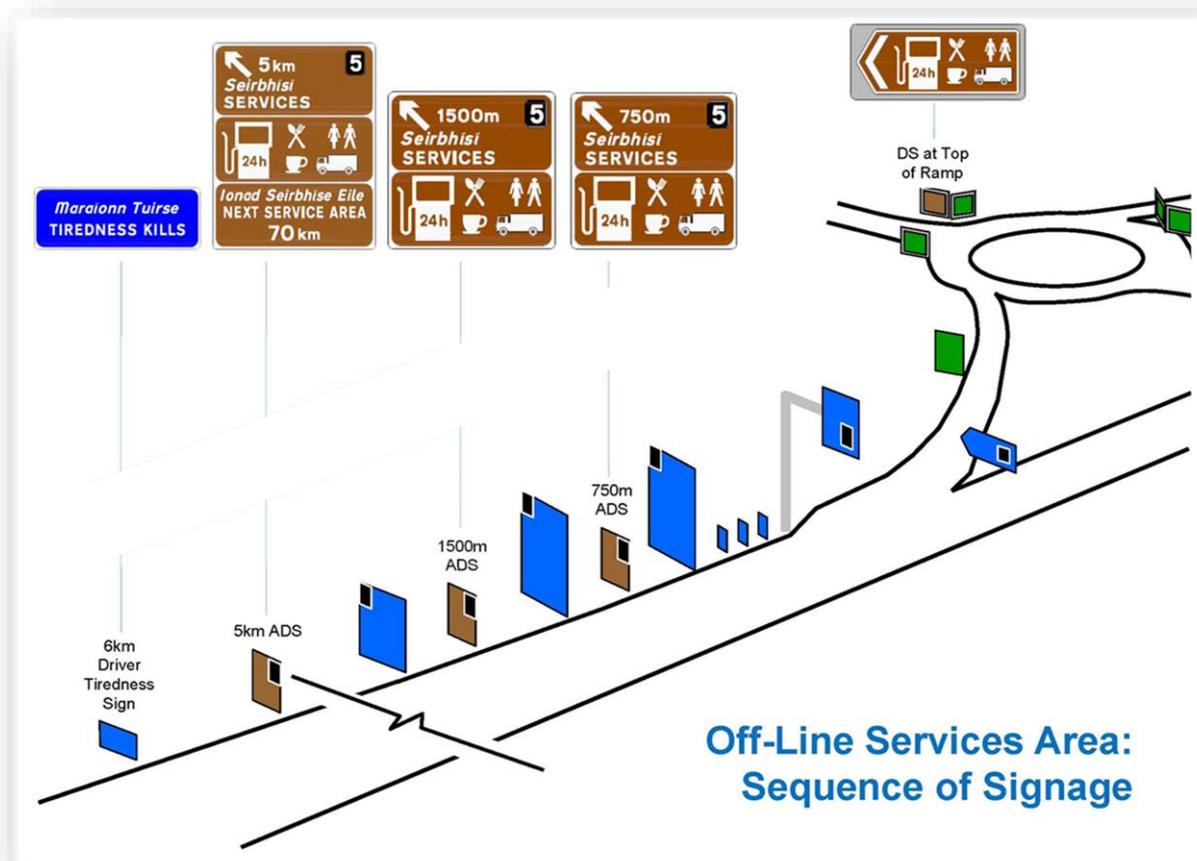
- Motorway Service Area (TII, under construction)
- Offline Service Area (private)
- Motorway Service Area (TII)
- Motorway Network (2019)

Route	Average Distance between services	Route Length	Max. Distance
M1 Dublin to Belfast Route	30km	90km	50km
M2 Dublin to Ashbourne Route	No service areas	16km	-
M3 Dublin to Kells Route	No service areas	55km	-
M4/M6 Dublin to Galway Route	48km	190km	78km
M7/N21/N69 Dublin to Limerick/Foynes Route	56km	196km	80km
M8/N28 Dublin to Cork/Ringaskiddy	45km	141km	55km
M9 Dublin to Waterford	35km	117km	75km
M11 Dublin to Rosslare	34km	105km	48km
M17/M18 Limerick to Tuam	No service areas	94km	-

Signage for Service Areas

TII seeks to provide sufficient and timely information to road users to adequately plan their rest stops. The provision of adequate signage also reduces the potential for non-standard signage which based on research has been shown to cause driver distraction. The current signage for quality service facilities within approximately 500m of the motorway/ dual carriageway network includes the following:

- 5km Advance Directional Signs (on-line TII service areas have blue motorway sign faces and the off-line quality private service area have brown signage).
 - ‘Tiredness kills’ signs installed 1km in advance of the 5km Advance Directional Signs
- A typical signage layout for offline service areas is presented in the figure below.



Consultation Themes

Some of the themes which we are seeking views include but are not limited to:

- Is there adequate provision of service areas on the motorway / dual carriageway network in 2019?
- Is the standard of facilities provided e.g. fuelling options, rest and toilet facilities, food and drink facilities, meeting the needs of all customers?
- Is the signage for the off-line and on-line service areas adequate?

Submission Process

Submissions in relation to the Service Area Policy review should be marked “**Consultation on Service Area Policy**” and emailed to serviceareapolicy@tii.ie on or before Friday 27th September 2019.