The Location and Layout of On-line Service Areas

June 2013
Summary:

This Advice Note provides guidance on the location and layout of on-line service areas on all-purpose and motorway standard roads.
# Contents

Chapter
1. Introduction
2. Siting of Service Areas
3. Type 1 Service Areas
4. Type 2 Service Areas
5. References
6. Enquiries

Appendix A  Typical Details
1. INTRODUCTION

June 2013 Update

0.1 Paragraph 2.5 from the March 2013 update has been deleted and is not contained in the June 2013 Update. This paragraph predated the March 2013 update, was not consistent with the changes introduced in the March 2013 update and is now removed.

General

1.1 This Advice Note gives the general principles to be followed for the siting and layout of on-line service areas on National Roads. The Advice Note supersedes NRA TA 70/08 and includes amendments to the recommended parking provision and restaurant seating provision to be provided at Type 2 Service Areas.

1.2 Service areas provide convenient places for drivers to stop for short periods of time. This is particularly important on motorways. An essential feature of a motorway is that it is intended for moving traffic only, with freedom, as far as possible, from stationary vehicles and pedestrians. Motorway regulations prohibit vehicles from stopping anywhere within the motorway fences, except in special circumstances such as an emergency or when instructed by the Gardaí. Pedestrians are also prohibited. Service areas provide safe rest stops isolated from the motorway carriageway where drivers and passengers can freely move about.

1.3 On long inter-urban journeys, there is a need for drivers to make short duration stops for purposes such as refreshment, a brief rest, use of washroom facilities, to use a mobile phone, to change drivers, etc. Thus, the positioning of service areas at frequent intervals and at a reasonably regular spacing will assist in lowering driver fatigue. Driver fatigue is a factor in up to 20% of fatal collisions.

Scope

1.4 This Advice Note provides guidance on the siting and layout of on-line service areas on Motorways and Type 1 Dual Carriageways.

1.5 Guidance relating to service areas at other locations on national roads, including at Motorway or Type 1 Dual Carriageway junctions is provided in the document “Spatial Planning and National Roads – Guidelines for Planning Authorities”, published by the Department of Environment, Community and Local Government.

Implementation

1.6 This Advice Note should be used as the basis for the design of all on-line service areas on national roads. The provision of on-line service areas should be considered when designing new or improved Motorways and Type 1 Dual Carriageways.

Definitions

1.7 Particular terms used in this Advice Note are defined as follows:

For definition of the various road types see NRA TD 27.

On-line Service Area: A service area with direct access to the mainline of a Motorway or Type 1 Dual Carriageway, and located other than at or adjacent to a junction.
**Type 1 Service Area:** A small scale service area providing parking, picnic and toilet facilities, but without a main amenity building or fuel facilities, only intended for use where particular need is identified and agreed with the National Road Authority.

**Type 2 Service Area:** A large scale service area providing an amenity building (including a convenience shop, restaurant, washrooms and tourist information), fuel facilities, parking and picnic area, intended to be the normal provision on Motorways and Type 1 Dual Carriageways.
2. SITING OF SERVICE AREAS

General

2.1 For general guidance on the siting of both Type 1 and Type 2 Service Areas, reference should be made to the siting of lay-bys in NRA TA 69, The Location and Layout of Lay-bys.

2.2 The siting of a service area should benefit commercial, business, and private drivers, while, where possible, blending with and complementing the existing environment.

Level of Provision

2.3 In general, on-line Type 2 Service Areas should be provided at nominal 50-60 kilometre intervals on Motorways and Type 1 Dual Carriageways, although evolving guidance from the European Commission suggests that a larger spacing may be appropriate.

2.4 Type 1 Service Areas may be appropriate on all road types where particular need is identified. They may be used to supplement the provision of Type 2 service areas on Motorways and Type 1 Dual Carriageways where the recommendations of paragraph 2.3 cannot be met, or where there is a need to make provision at a specific location that does not suit the provision of a Type 2 service area.

Criteria for Site Selection

2.5 When considering a site for suitability as a service area, the following criteria should be considered:

(a) Road Category Type;

(b) Projected Annual Average Daily Traffic (AADT) at year of opening of the service area;

(c) Projected % of Heavy Commercial Vehicles;

(d) Distance to adjacent on-line service area or locally available amenities;

(e) Availability of services including potable water supply, wastewater disposal, telephone and electricity supplies;

(f) Potential environmental impacts on human environment such as air, noise, visual and land issues;

(g) Potential impacts on the environment such as endangered species, aquatic habitat, wetlands or archaeological sites;

(h) Road geometry – horizontal and vertical alignment should be such that easy access for all types of vehicles is facilitated: e.g. access on straight or outside of a bend, longitudinal gradient not greater than plus or minus 2%, adequate stopping sight distance in both directions;

(i) Land requirements – where appropriate, existing areas of land in public ownership should be utilised. Should additional land acquisition be necessary, locations should be selected that minimise the effect on local land use;

(j) Physical characteristics of site – factors to be considered should include the following: soil characteristics, ground water regime, topography, existing vegetation, water features, historic features, setting (urban/rural), views or vistas, prevailing winds, proximity to
existing or planned residential development and proximity to environmentally sensitive areas.

(k) Minimum distance from existing junctions – the minimum weaving length between a Service Area junction and an existing grade separated junction shall be in accordance with NRA TD 22.
3. TYPE 1 SERVICE AREAS

General Layout

3.1 Type 1 Service Areas should provide parking, picnic and toilet facilities, but not include a main amenity building or fuel facilities.

3.2 A typical layout for a Type 1 Service Area is given in Figure 3/1.

3.3 Access between the national road and the service area should be in accordance with requirements of Volume 6 of the NRA DMRB for road junctions of the types generally in use on the adjacent section of road.

3.4 In general Type 1 Service Areas will be considered as independent single sided facilities catering for, and accessible from, only one direction of travel.

3.5 Carriageway cross sections on accesses and circulation routes should be in accordance with NRA TD 27, ensuring that provision is made to allow traffic to pass a broken down vehicle on one-way single carriageways.

3.6 The service area internal road geometry should provide for the separation of passenger cars from Heavy Commercial Vehicles (HCVs) and coaches upon entering the service area. The geometry should minimise the amount of conflict points between vehicles and pedestrians.

3.7 A minimum footway provision of 2 metres width should be provided on all anticipated pedestrian desire lines. Where these desire lines cross over the internal service area link roads, a pedestrian crossing facility should be provided with drop kerbs.

3.8 Segregated parking areas should be provided for car parking and HCV/coach parking. The layout should prioritise passenger car traffic flows by ensuring HCV/coach vehicles give way at internal junctions.

3.9 Road geometry within the service area should be subject to the road safety audit requirements detailed in NRA HD 19.

3.10 Depending on the proposed location, the inclusion of a Garda enforcement area within the design, as highlighted in Figure 3/1, may be required. The provision and layout details of the Garda enforcement area shall be agreed with the National Roads Authority. The location of an enforcement area must be such that Gardaí can direct HCVs to an HCV parking area, after inspection, without leaving the service area. For layout details of the Garda enforcement area, reference should be made to NRA TA 69.

3.11 An all weather picnic area should be designated to the rear of the site away from the main carriageway. Pedestrians should be able to reach a picnic area without crossing the circulation carriageway. A minimum all weather area of 150m² should be provided. The picnic area should be surrounded by a suitably landscaped grassed area of at least 400m².

3.12 The boundary of the service area should be enclosed by a minimum 2 metre high secure fence to prevent trespass to adjacent land. This fence should be in keeping with the local environment.
Facilities for Users

3.13 The following minimum facilities should be provided at Type 1 service areas:
   (a) Toilet block, including facilities for disabled users (a minimum of 2 cubicles for males, 2
cubicles for females, 1 cubicle for disabled users and maintenance storage/technical room);
   (b) Telephone kiosk (subject to service availability);
   (c) Picnic area;
   (d) Refuse points.

3.14 To inform visitors of local services, local tourist attractions, and to provide essential travel
information, each Type 1 service area should include an information point, consisting as a minimum
of an information board.

Parking Layout

3.15 Adequate parking should be provided adjacent to the user facilities to ensure that vehicles are not
parked on the carriageway of a road where they may impede traffic and create a safety hazard.

3.16 Provision for car, coach, HCV, motorcycle, pedal cycle (non motorway only), and maintenance crew
parking facilities should be considered at an early stage in the design process, to ensure a balanced
distribution of space can be sited conveniently according to use.

3.17 Parking for facilities maintenance crew should be clearly marked to ensure that it is only available to
maintenance crew vehicles. Separate access routes for maintenance crew vehicles should not
normally be necessary.

3.18 The layout of the car parking bays should be designed in accordance with Figure A/1 (Appendix A).

3.19 The layout of the coach parking bays should be designed in accordance with Figure A/2 (Appendix
A). The coach parking bay should be designed as a drive through arrangement to avoid any
potentially dangerous reversing manoeuvres.

3.20 The layout of the HCV parking should be designed in accordance with Figure A/3a (Appendix A).
The HCV parking bay should be designed as a drive through arrangement to avoid any potentially
dangerous reversing manoeuvres.

3.21 Parking bays for disabled users should be provided at the rate of 5% of the total car parking
provision, located adjacent to the user facilities. The layout should be as detailed in Figure A/4
(Appendix A).

3.22 The layout of the motorcycle parking bays should be designed in accordance with Figure A/5
(Appendix A).

3.23 Consideration should be given to the installation of cycle parking facilities where sufficient cycle
usage is anticipated. A suitable method of creating secure parking is the “Sheffield” stand design as
shown in Figure A/6 (Appendix A).
Parking Capacity

3.24 The parking provision of the service area should reflect the anticipated demand. Demand will be affected by factors such as traffic flow, proximity to other service areas, proximity to junctions, proximity to centres of population and the presence of other local facilities.

3.25 Operational problems and increased accident risk arise if the number of vehicles using the service area frequently exceeds the parking capacity, leading to parking on merge and diverge tapers, internal circulation roads and verges.

3.26 The parking demand should be assessed separately for Heavy Commercial Vehicles (HCV), Light Vehicles (LV), coaches and motorcycles.

3.27 LV, coach and motorcycle parking should be based on a percentage of the total one way LV Annual Average Daily Traffic flow at year of opening of the service area in accordance with Table 3/1.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>% of LV AADT One Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>0.25%</td>
</tr>
<tr>
<td>Coach</td>
<td>0.02%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.03%</td>
</tr>
</tbody>
</table>

Table 3/1: Demand Assessment Guidelines for LV, Coach and Motorcycle Parking Provision

3.28 HCV parking should be based on a percentage of the total one way HCV Annual Average Daily Traffic flow at year of opening of the service area in accordance with Table 3/2.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>% of HCV AADT One Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>HCV</td>
<td>0.50%</td>
</tr>
</tbody>
</table>

Table 3/2: Demand Assessment Guidelines for HCV Parking Provision

3.29 When assessing the provision of parking within the service area, consideration should be given to site-specific conditions including, but not limited to, the composition of traffic (e.g. the percentage of commuters, tourist travel, etc.) and the proximity of the service area to large centres of population. As a result, it may be appropriate to adjust up or down the number of parking spaces by no more than 20% from the percentages given in Tables 3/1 and 3/2.

3.30 Consideration should be given to the potential need for further expansion of the parking provision beyond the opening year requirement, particularly where the demand projection is recognised to be uncertain. The design should allow for phased construction as demand increases over the operational life of the facility.

3.31 Notwithstanding the demand assessment for parking provision, the minimum number of parking bays to be provided at opening should be in accordance with Table 3/3.
<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Minimum Number of Parking Bays to be Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>12</td>
</tr>
<tr>
<td>Coach</td>
<td>2</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>2</td>
</tr>
<tr>
<td>HCV</td>
<td>5</td>
</tr>
</tbody>
</table>

Table 3/3: Car/Coach/Motorcycle/HCV Minimum Parking Provision

**Signs and Markings**

3.32 Entry and exit signage and marking should be provided in accordance with the Traffic Signs Manual for the appropriate entry and exit junction design.

3.33 Advance signage indicating parking and the other facilities that are available within the service area should be provided in accordance with the Traffic Signs Manual.

3.34 A well-defined and clearly laid out signage strategy should be provided for the internal circulation routes and shall be subject to the prior approval of the National Roads Authority.

3.35 Where necessary traffic calming measures should be implemented to control the speed of traffic within the service area.

**Footways and Kerbing**

3.36 All paved areas should be kerbed to protect the integrity of the grassed areas. Non-mountable kerbs should be provided on tight radii curves where HCVs are likely to pass.

3.37 Footways and kerbing should be provided in accordance with the NRA Road Construction Details and current guidance on provision for disabled users. Consideration should be given to incorporating local features and materials in this design.

**Lighting**

3.38 Lighting of the national road mainline should be provided at service area accesses on the same basis as at grade separated junctions on the existing section of road in question. Lighting on the national road should be in accordance with Volume 8 of the NRA DMRB.

3.39 The service area, including car, HCV and coach parking areas and internal roadways should be lit adequately in times of darkness. The lighting should be designed to provide visual security and physical safety to those who use the area and to assist drivers and pedestrians in navigating their way into, within and out of the area by clearly revealing vehicles, pedestrians, parking bays, obstacles and entry and exit routes.

3.40 The lighting installation should be designed to provide a high standard of illumination utilising high efficiency light sources with low maintenance costs.

3.41 The light source should have good colour rendering properties and should be high pressure sodium or metal halide in suitable luminaries complying with National Standards.

3.42 Luminaries should be mounted on columns of appropriate height taking account of the area in which they are installed. Columns should be placed to avoid damage by vehicles.
3.43 The service area should be treated as an environmentally sensitive area, in accordance with TD 30, to minimise night-time visual intrusion. Different lighting intensities should be used within different zones in the service areas. A lighting level of at least 20 lux average at ground level with a minimum uniformity of 0.4 should be provided on the slip roads in and out of the service area and major routes through the service area. The remaining parking areas should have lighting levels of at least 10 lux average at ground level with a minimum uniformity of 0.4.

3.44 The lighting installation should be designed to avoid glare to drivers and pedestrians using the service area and care should be taken to avoid inappropriate light pollution beyond the service area.

Landscaping

3.45 The design of the service area should be complementary to the surrounding area.

3.46 The service area should be screened from the main carriageway by shaped and landscaped earthwork bunds with a maximum height of 2 metres.

3.47 Earthworks design is an important factor in the overall design of the service area and can be utilised to provide screening from the main carriageway and other neighbouring properties.

3.48 The landscaping needs of the service area require careful consideration. Factors to be considered include the types and location of vegetation, location, layout and number of picnic tables, and location and number of waste bins. Vegetation is an important feature in the overall design of the service area. Extensive planting will be beneficial to the overall appearance and atmosphere of the facility. However dense planting should not be provided in the immediate proximity of car parking areas and pathways as it constitutes a security hazard for patrons of the facility.

Safety and Security

3.49 Consideration should be given to the provision of security cameras, provided there is a practicable means of monitoring the cameras.

Typical Details

3.50 A range of typical details is included in Appendix A.
Figure 3/1: Type 1 Service Area Typical Layout
4. TYPE 2 SERVICE AREAS

General Layout

4.1 In addition to parking, picnic and toilet facilities, Type 2 Service Areas will include a main amenity building or complex offering a range of services together with fuel facilities.

4.2 A typical layout for a Type 2 Service Area is given in Figure 4/1.

4.3 Access between the national road and the service area should be in accordance with requirements of Volume 6 of the NRA DMRB for road junctions of the types generally in use on the adjacent section of road.

4.4 In general, Type 2 Service Areas will be single sided and accessible from both directions of travel where the total AADT is less than 40,000 at year of opening. Where the AADT is over 40,000, subject to site-specific conditions, they should be double sided, i.e. a separate facility should be provided for each carriageway. Any decision as to whether a Type 2 Service Area is single or double sided shall be subject to the approval of the NRA.

4.5 Internal road geometry and carriageway cross sections of accesses and circulation routes should be in accordance with Tables 4/1 and 4/2 below, ensuring that consideration is given to the management of broken down vehicles on one-way single carriageways. Road widening should be provided where necessary to accommodate vehicle swept paths.

<table>
<thead>
<tr>
<th></th>
<th>HCV Circulatory Road</th>
<th>Light Vehicle Circulatory Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Sight Distance</td>
<td>35 metres</td>
<td>20 metres</td>
</tr>
<tr>
<td>Minimum Horizontal Radius</td>
<td>25 metres</td>
<td>15 metres</td>
</tr>
<tr>
<td>Maximum Gradient</td>
<td>5.5%</td>
<td>6.0%</td>
</tr>
<tr>
<td>Minimum Vertical Curve (K value)</td>
<td>6</td>
<td>2</td>
</tr>
</tbody>
</table>

Table 4/1 Service Area Internal Road Geometry
Road Name | Carriageway Width* (metres) | Hard Strip (metres) | Verge (metres)
--- | --- | --- | ---
HCV Circulatory Road (two-way) | 7.0 | 0.5 | 1.5
HCV Circulatory Road (one-way) | 4.0 | 0.5 | 1.5
Light Vehicle Circulatory Roads (two-way) | 6.0 | 0.5 | 1.5
Light Vehicle Circulatory Roads (one-way) | 3.5 | 0.5 | 1.5

*Carriageway width indicated is exclusive of hardstrips.

Table 4/2 Service Area Internal Road Cross Sections

4.6 The service area internal road geometry should provide for the separation of passenger cars from HCVs and coaches upon entering the service area. The geometry should minimise the amount of conflict points between vehicles and pedestrians.

4.7 A minimum footway provision of 2 metres width, replacing the standard verge, should be provided on all anticipated pedestrian desire lines. Where these desire lines cross over the internal service area link roads, a pedestrian crossing facility should be provided with drop kerbs.

4.8 The service area should have a combined amenity/fuel facilities building. The fuel facilities should be the first amenity accessible on entering the service area in order to allow users to refuel their vehicles prior to availing of parking and other facilities. However, it must also be possible for all vehicles to re-circulate from the parking areas back to the relevant fuel facility.

4.9 Segregated parking areas should be provided for cars and HCV/coaches. The layout should prioritise passenger car traffic flows by minimising the distance passenger cars travel through the service area and ensuring HCV/coach vehicles give way at internal junctions.

4.10 Where possible, restricted access to the service area from the local road network should be provided for staff and light delivery vehicles. The degree to which it will be possible to provide this restricted access will be determined by the suitability of the local road network.

4.11 Road geometry of accesses and within the service area shall be subject to the road safety audit requirements detailed in NRA HD 19.

4.12 Depending on the proposed location, a Garda enforcement area, as highlighted in Figure 4/1, may require to be incorporated into the design of the service area. The provision and layout details of the Garda enforcement area should be agreed with the National Roads Authority. The location of an enforcement area must be such that Gardaí can direct HCVs to an HCV parking area, after inspection, without leaving the service area. For layout details of the Garda enforcement area, reference should be made to NRA TA 69.

4.13 An all-weather picnic area should be designated within the service area close to the main amenity building and remote from HGV parking. Pedestrians should be able to reach a picnic area without crossing the circulation carriageway. A minimum area of 200m² should typically be provided. The picnic area should be surrounded by a suitably landscaped strip of minimum width of 5m.
4.14 The boundary of the service area should be enclosed by a minimum 2 metre high secure fence to prevent trespass to adjacent land. This fence should also be in keeping with the local environment.

**Facilities for Users**

4.15 The following minimum facilities should be provided at Type 2 Service Areas:

(a) Service area amenity building providing:
   i. General entrance and circulation area with travel and tourist information centre;
   ii. Convenience shop;
   iii. Restaurant facilities;
   iv. Toilet areas, including facilities for disabled users (a minimum of 3 cubicles for males, 5 cubicles for females, 1 cubicle for disabled users) and wash and shower facilities (a minimum of 1 self-contained washing cubicle to include lockable doors, wash hand basin, mirror, shaving point, bench and shower);
   v. Baby changing room;
   vi. Additional toilet facilities, accessible from the exterior of the building and to be available at all times when the amenity building is closed (a minimum of 1 cubicle for males, 1 cubicles for females, 1 cubicle for disabled users and a baby changing facility).
   vii. Back of house facilities;
   viii. Wi-fi availability in restaurant areas.

(b) Other facilities:
   i. Fuel station;
   ii. Electric car charging points;
   iii. Air and water;
   iv. Recreation/picnic areas;
   v. Indoor and outdoor children’s play areas;
   vi. Refuse points.

**Parking Layout**

4.16 Adequate parking should be provided adjacent to the user facilities to ensure that vehicles are not parked on the carriageway of a road where they may impede traffic and create a safety hazard.

4.17 Provision for car, coach, HCV, motorcycle, pedal cycle, staff, and delivery parking should be considered at an early stage in the design process to ensure a balanced distribution of space can be sited conveniently according to use.

4.18 Parking for staff and delivery vehicles should be clearly marked to ensure that it is only available to designated vehicles. Staff parking should be segregated from other parking.

4.19 The layout of the car parking bays should be designed in accordance with Figure A/1 (Appendix A).

4.20 The layout of the coach parking bays should be designed in accordance with Figure A/2 (Appendix A). The coach parking bay should be segregated from the HCV parking, located close to the amenity building, and should be designed as a drive through arrangement to avoid any potentially dangerous reversing manoeuvres.
4.21 The layout of the HCV parking bays should be designed in accordance with Figure A/3a or A/3b (Appendix A). The HCV parking bay should be designed to avoid any potentially dangerous reversing manoeuvres.

4.22 Parking bays for disabled users should be provided at the rate of 5% of the total car parking provision, located adjacent to the main amenity building. The layout should be as detailed in Figure A/4 (Appendix A).

4.23 The layout of the motorcycle parking bays should be designed in accordance with Figure A/5 (Appendix A).

4.24 Consideration should be given to the installation of cycle parking facilities where sufficient cycle usage is anticipated. A suitable method of creating secure parking is the “Sheffield” stand design as shown in Figure A/6 (Appendix A).

**Parking Capacity**

4.25 The parking provision of the service area should reflect the anticipated demand. Demand will be affected by factors such as traffic flow, proximity to other service areas, proximity to junctions, proximity to centres of population and the presence of other local facilities.

4.26 Operational problems and increased accident risk may arise if the number of vehicles using the service area frequently exceeds the parking capacity, leading to parking on merge and diverge slip roads, internal circulation roads and verges.

4.27 The parking demand should be assessed separately for Heavy Commercial Vehicles (HCV), Light Vehicles (LV), coaches and motorcycles.

4.28 LV, coach and motorcycle parking should be based on a percentage of the total two way LV Annual Average Daily Traffic flow, at year of opening of the service area, in accordance with Table 4/3. If a double sided service area is to be provided, one way AADTs should be used to calculate the parking to be provided for each direction.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>% of (LV AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>0.40%</td>
</tr>
<tr>
<td>Coach</td>
<td>0.02%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.03%</td>
</tr>
</tbody>
</table>

*Table 4/3: Demand Assessment Guidelines for LV, Coach and Motorcycle Parking Provision*

4.29 HCV parking should be based on a percentage of the total two way HCV Annual Average Daily Traffic flow, at year of opening of the service area in accordance with Table 4/4. If a double sided service area is to be provided, one way AADTs should be used to calculate the parking to be provided for each direction.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>% of (HV AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HCV</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

*Table 4/4: Demand Assessment Guidelines for HCV Parking Provision*
4.30 At least one HCV parking bay should be allocated for ADR vehicles (vehicles carrying fuel or dangerous substances). Such parking spaces shall be clearly marked and shall be isolated from adjacent bays by an approved physical barrier sufficient to provide adequate protection to the vehicles.

4.31 When assessing the provision of parking within the service area, consideration should be given to site-specific conditions including, but not limited to, the composition of traffic (e.g. the percentage of commuters, tourist travel, etc.) and the proximity of the service area to large centres of population. As a result, it may be appropriate to adjust up or down the number of parking spaces by no more than 20% from the percentages given in Tables 4/3 and 4/4.

4.32 Consideration should be given to the potential need for further expansion of the parking provision beyond the opening year requirement, particularly where the demand projection is recognised to be uncertain. The design should allow for phased construction as demand increases over the operational life of the facility.

4.33 Notwithstanding the demand assessment for parking provision, the minimum number of parking bays to be provided at opening should be in accordance with Table 4/5.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Minimum Number of Parking Bays to be Provided</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Single Sided</td>
</tr>
<tr>
<td>Car</td>
<td>70</td>
</tr>
<tr>
<td>Coach</td>
<td>3</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>5</td>
</tr>
<tr>
<td>HCV</td>
<td>12</td>
</tr>
</tbody>
</table>

Table 4/5: Car/Coach/Motorcycle/HCV Minimum Parking Provision

Amenity Building:

4.34 The area of the convenience shop should typically be between 150m² and 250m².

4.35 The number of seats to be provided in the restaurant area should be broadly related to the total parking provision as set out in Table 4/6.

<table>
<thead>
<tr>
<th>Total No of Parking Spaces Provided</th>
<th>Recommended No of Seats in Restaurant</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;100</td>
<td>45-90</td>
</tr>
<tr>
<td>101-150</td>
<td>60-120</td>
</tr>
<tr>
<td>151-200</td>
<td>90-150</td>
</tr>
<tr>
<td>&gt;200</td>
<td>&gt;120</td>
</tr>
</tbody>
</table>

Table 4/6: Recommended Restaurant Seating Provision

4.36 The seating area to be provided in the restaurant at opening shall be a minimum of 1.5m² per seat.

4.37 To inform visitors of local services and tourist attractions and to provide essential travel information, each Type 2 Service Area should include as a minimum, within the circulation area, an information point, with interactive internet tourist information. A minimum of three internet points and a printer should be provided.
Fuel Station

4.38 The layout of the fuel station should be designed in accordance with current industry best practice, and in consultation with the local authority’s fire officer. Separate fuel facilities should be provided for light vehicles and HCVs. A minimum of four separate fuel pump islands should be provided for light vehicles and a minimum of two separate fuel pump islands should be provided for HCVs.

4.39 A separate fuel delivery area should be provided to minimise operational interference with the public facilities and enhance safety.

4.40 Electric car charging equipment should be provided in the car parking area as follows:
- One DC electric vehicle fast charge point, capable of delivering 50kW; and
- One AC electric vehicle charge point, capable of delivering 44kW; and
- Three dedicated electric vehicle parking bays with the appropriate signage and markings.

Signs and Markings

4.41 Entry and exit signage and marking should be provided in accordance with the Traffic Signs Manual for the appropriate entry and exit junction design.

4.42 Advance signage indicating parking and the other facilities that are available within the service area shall be provided in accordance with the Traffic Signs Manual.

4.43 A sign displaying the retail price of both petrol and diesel should be provided in each direction in advance of the diverge slip roads. The sign shall be in accordance with S.I. No. 178/1997 – Retail Price (Diesel and Petrol) Display Order, 1997 and to the approval of the National Roads Authority. The sign shall be in a format that can be amended remotely from the service area amenity building.

4.44 A well-defined and clearly laid out signage strategy should be provided for the internal circulation routes and shall be subject to the prior approval of the National Roads Authority.

4.45 Where necessary, traffic calming measures should be implemented to control the speed of traffic within the service area.

Footways and Kerbing

4.46 All paved areas should be kerbed to protect the integrity of the grassed areas. Non-mountable kerbs should be provided on tight radii curves where HCVs are likely to pass.

4.47 Footways and kerbing should be provided in accordance with the NRA Road Construction Details and current guidance on provision for disabled users. Consideration should be given to incorporating local features and materials in this design.

Lighting

4.48 Lighting of the national road mainline should be provided at service area accesses on the same basis as at grade separated junctions on the existing section of road in question. Lighting on the national road should be in accordance with Volume 8 of the NRA DMRB.
4.49 The service area, including car, HCV and coach parking areas and internal roadways should be lit adequately in times of darkness. The lighting should be designed to provide visual security and physical safety to those who use the area and to assist drivers and pedestrians in navigating their way into, within and out of the area by clearly revealing vehicles, pedestrians, parking bays, obstacles and entry and exit routes.

4.50 The lighting installation should be designed to provide a high standard of illumination utilising high efficiency light sources with low maintenance costs.

4.51 The light source should have good colour rendering properties and should be high pressure sodium or metal halide in suitable luminaries complying with National Standards.

4.52 Luminaries should be mounted on columns of appropriate height taking account of the area in which they are installed. Columns should be placed to avoid damage by vehicles.

4.53 The service area should be treated as an environmentally sensitive area, in accordance with TD 30, to minimise night-time visual intrusion. Different lighting intensities should be used within different zones in the service areas. A lighting level of at least 20 lux average at ground level with a minimum uniformity of 0.4 should be provided on the slip roads in and out of the service area and major routes through the service area. The remaining parking areas should have lighting levels of at least 10 lux average at ground level with a minimum uniformity of 0.4.

4.54 The lighting installation should be designed to avoid glare to drivers and pedestrians using the service area and care should be taken to avoid inappropriate light pollution beyond the service area.

**Landscaping**

4.55 The design of the service area should be complementary to the surrounding area.

4.56 The service area should be screened from the main carriageway by shaped and landscaped earthwork bunds with a maximum height of 2 metres.

4.57 Earthworks design is an important factor in the overall design of the service area and can be utilised to provide screening from the main carriageway and other neighbouring properties.

4.58 The landscaping needs of the service area require careful consideration. Factors to be considered include the types and location of vegetation, location, layout and number of picnic tables, and location and number of waste bins. Vegetation is an important feature in the overall design of the service area. Extensive planting will be beneficial to the overall appearance and atmosphere of the facility. However dense planting should not be provided in the immediate proximity of car parking areas and pathways as it constitutes a security hazard for patrons of the facility.

**Safety and Security**

4.59 Outside security cameras should be provided covering the main parking areas, fuel forecourt area and any unfrequented areas around the services building.

**Typical Details**

4.60 A range of typical details are included in Appendix A.
Figure 4/1: Type 2 Service Area Typical Layout
5. REFERENCES

Highways Agency (UK). Design Manual for Roads and Bridges (DMRB), read in conjunction with the NRA Addenda contained in the NRA DMRB:

- Volume 6: Road Geometry.
- Volume 8: Traffic Signs and Lighting.
- TD 30 (DMRB 8.3) – *Design of Road Lighting for All Purpose Trunk Roads*.

National Roads Authority. NRA Design Manual for Roads and Bridges (NRA DMRB):

- NRA HD 19 (NRA DMRB 5.2.2) – *Road Safety Audits*.
- NRA TD 27 (NRA DMRB 6.1.2) – *Cross-Sections and Headroom*.
- NRA TA 69 (NRA DMRB 6.3.3) – *The Location and Layout of Lay-bys*.

6. ENQUIRIES

6.1 All technical enquiries or comments on this document or any of the documents listed as forming part of the NRA DMRB should be sent by e-mail to infoDMRB@nra.ie, addressed to the following:

Head of Network Management, Engineering Standards & Research
National Roads Authority
St Martin’s House
Waterloo Road
Dublin 4

[Signature]

Pat Maher
Head of Network Management,
Engineering Standards & Research
APPENDIX A: TYPICAL DETAILS

Figure A/1: Layout and Aisle Width of a Standard Right Angle Parking Bay

Figure A/2: One-way Coach Parking System with Parking Bays at 45 Degrees
Figure A/3a: One-way HCV Parking System with Parking Bays at 45 Degrees
Figure A/3b: One-way HCV Parking System with Parallel Parking Bays
Figure A/4: Dimensions for Disabled User Parking Bays

Figure A/5: Dimensions for Motorcycle Parking Bays
Figure A/6: Sheffield Stand