Transport Infrastructure Ireland

Changes to Lay-by Provision

DN-GEO-03052

Eoin Doyle / 4 March 2026

Changes to Lay-by Provision

Context

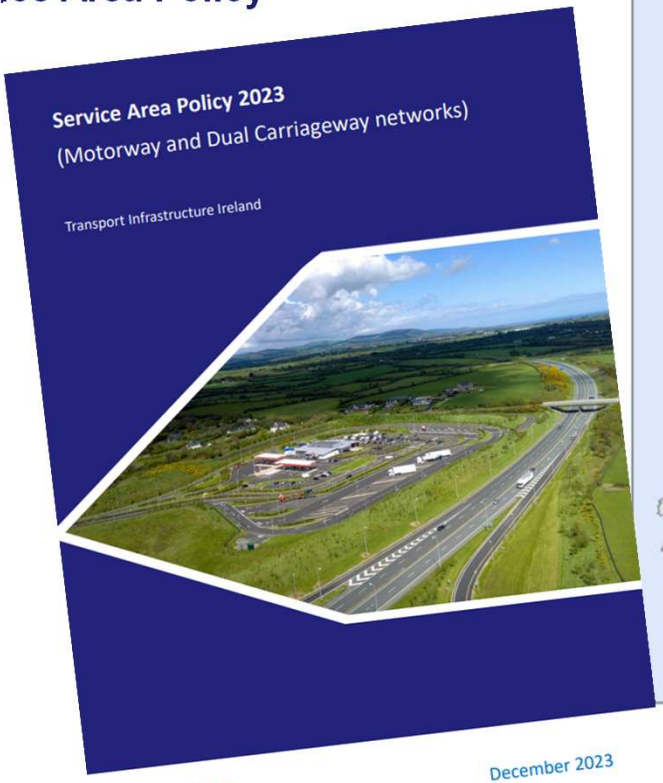
Non-Emergency Stopping Provision

- Design of Lay-bys (including Garda Enforcement Areas) previously governed by TII Standard DN-GEO-03046 (now withdrawn)
- In the absence of dedicated Service Areas, many Garda Enforcement Areas on motorway network were opened for public (non-emergency) use
- Monitoring surveys / Road Safety Inspections at existing lay-bys identified safety and operational issues:
  - Evidence of misuse (e.g. motorists exiting vehicles)
  - Inadequate provision of lighting, signage, road markings to serve public use function
  - Risks associated with abrupt merging/diverging to/from mainline

Changes to Lay-by Provision

Context

TII Service Area Policy



December 2023

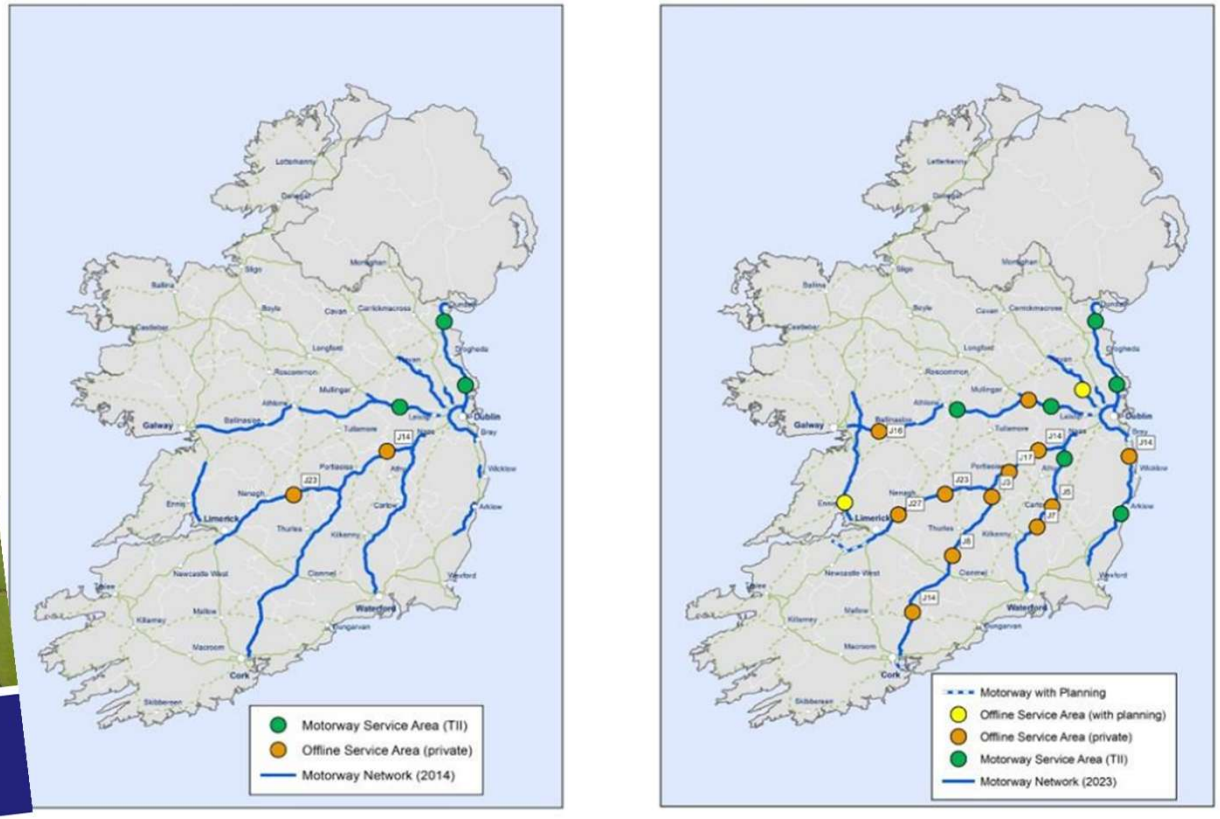


Figure 4.1: Changes in service area Provision between 2014 (left) and 2023 (right)

Changes to Lay-by Provision

Context

TII Service Area Policy

- Significant expansion in Service Area provision along motorway network since 2014
  - On-line facilities accessible only from motorway network
  - Off-line facilities located adjacent to but off the mainline network

- On-line Service Areas meet the requirements of Type 1 Service Areas as per DN-GEO-03028 (i.e. include amenity services, fuel, charging points, picnic areas, sanitary facilities)
- Expansion of dedicated Service Areas has reduced need for public use lay-bys on motorway network

Unless otherwise agreed with TII, new or improved Motorways, all-purpose dual carriageways and divided roads shall not include provision of non-emergency public use lay-bys

New Standard DN-GEO-03052

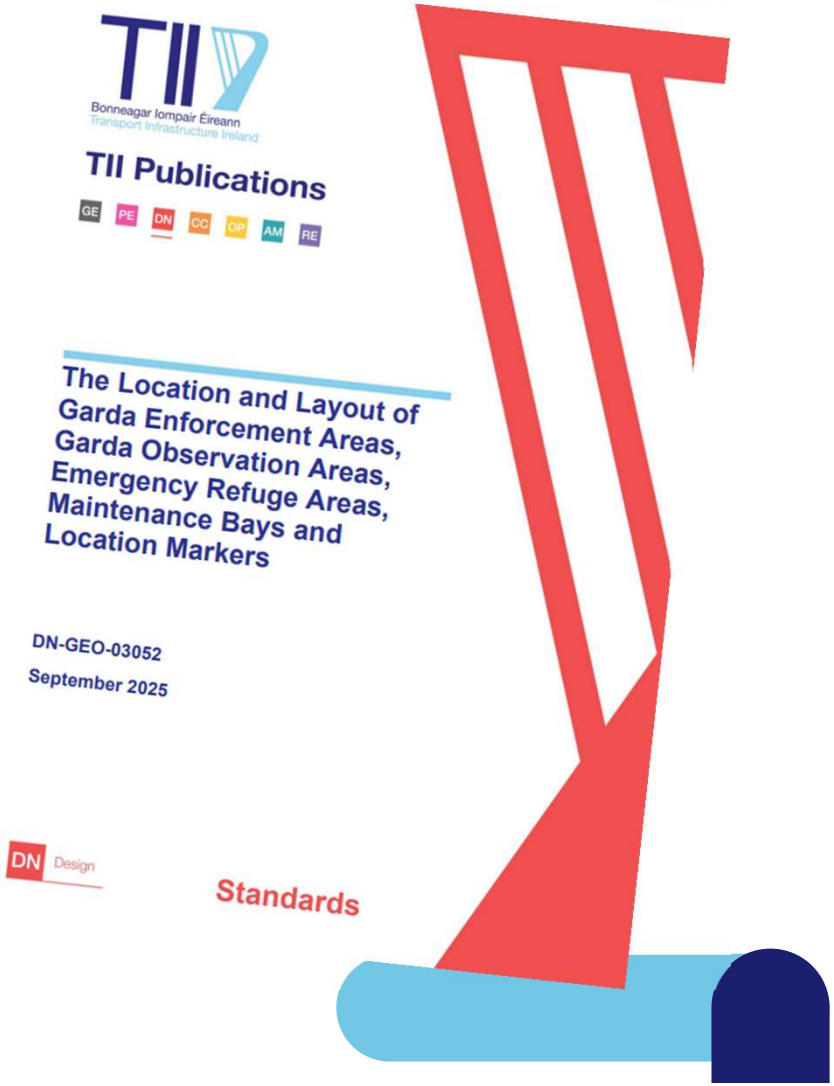
Published September 2025

General Design Requirements

The new standard shall be used for the design of the following:

- The provision, siting and design of **Garda Enforcement Areas** on motorways
- The provision, siting and design of **Garda Observations Areas** on motorways, dual carriageways and divided roads
- The provision, siting and design of **Emergency Refuge Areas** on Type 2 and Type 3 Divided Roads
- The provision, siting and design of **Maintenance Bays** on motorways, dual carriageways and divided roads
- The provision, siting and design of **Location Signs and Markers on** all rural motorway, dual carriageway and divided road schemes*

**Chapter 4 of the TSM, Chapter 7 of the TSM*



New Standard DN-GEO-03052

Published September 2025

Garda Enforcement Areas (GEAs)

- For sole use of Gardaí undertaking traffic enforcement on motorways only
- Not to be opened for public use
- Consultation with An Garda Síochána required to identify need for and location of GEAs
- Where provided, the required frequency for a GEA is approximately every 25 kilometres for each carriageway

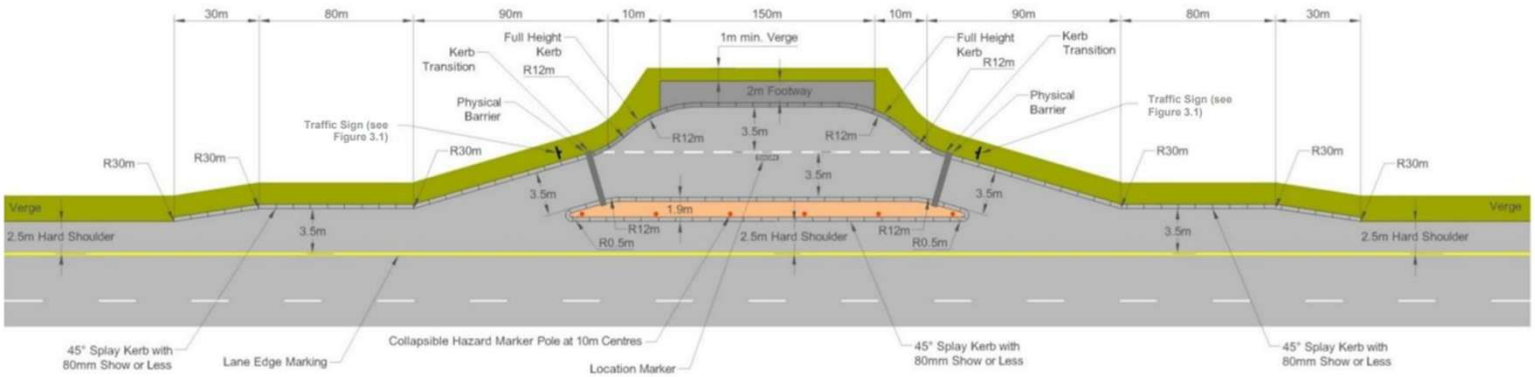


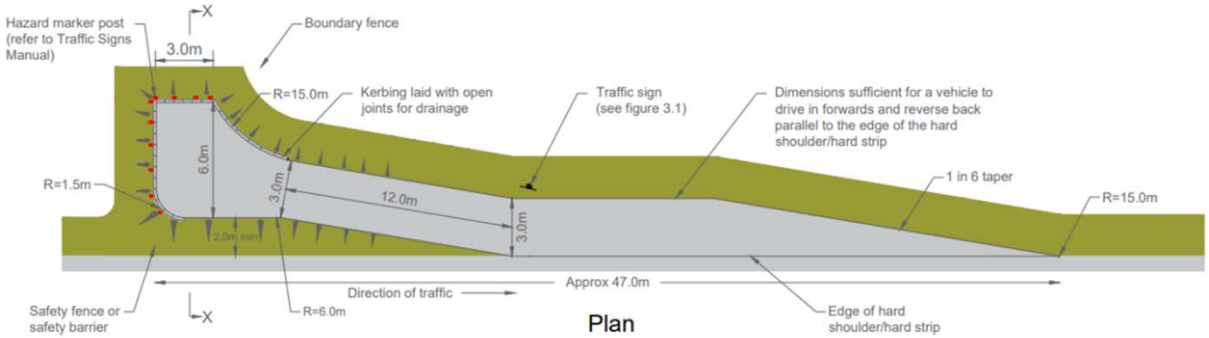
Figure A.1 - Geometric Layout of Garda Enforcement Area

New Standard DN-GEO-03052

Published September 2025

Garda Observation Areas (GOAs)

- Use of GOAs is typically restricted to the rural motorway, dual carriageway and divided road network
- No more than one GOA shall be provided along a 5km length of the mainline in each direction of travel
- Single type of GOA to be provided (i.e. ‘reverse-in’ platform elevated 1m above adjacent carriageway)
- Dimensions of the at-grade entry/exit to the GOA shall be sufficient to enable authorised vehicles to drive in forwards and reverse back parallel to the edge of the hard shoulder or hard strip



New Standard DN-GEO-03052

Published September 2025

Emergency Refuge Areas (ERAs)

- Emergency Refuge Areas (ERAs) provide a short stopping area for use in the event of emergencies and breakdowns along Type 2 and 3 Divided Roads where no hard shoulders are present
- ERAs are not intended to be used as short duration rest stops
- On Type 2 and Type 3 Divided Roads, the required frequency for Emergency Refuge Areas is approximately every 1 – 1.5 kilometres in each direction (dependent on site constraints).
- Advance warning signs at 500m

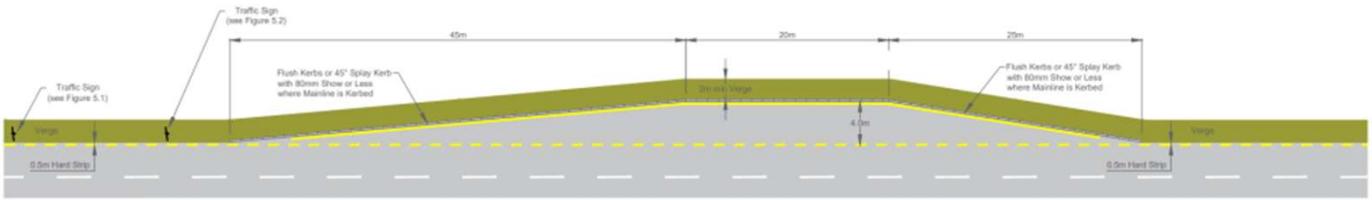


Figure A.3 - Geometric Layout of Emergency Refuge Area

New Standard DN-GEO-03052

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Maintenance Bays

- Length of the Maintenance Bay should be designed to accommodate the largest vehicle or vehicles expected to use them whilst allowing for safe access and egress
- Design Organisation should consult with TII and the Maintaining Organisation on the positioning and layout of the maintenance bay
- The maintenance bay appearance should be such that it discourages the general public from using the facility
- A traffic sign, as shown in Figure 6.1 (sign F 904 as per the TSM), must be positioned centrally in the verge

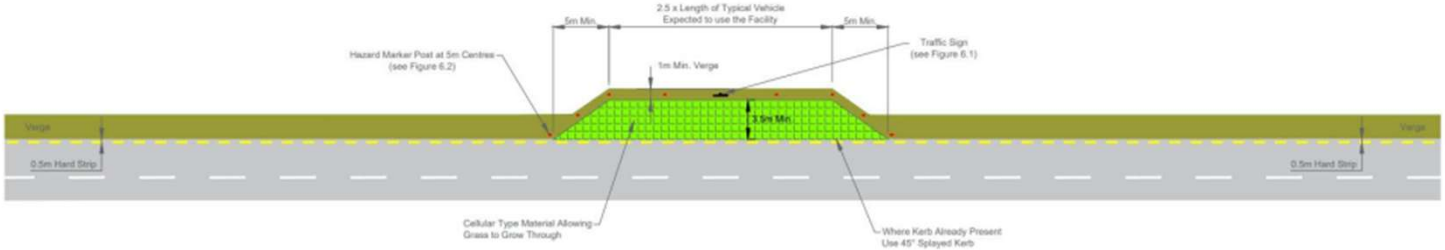

Figure A.4 - Geometric Layout of Maintenance Bay

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