
**Director of Engineering Memorandum
DEM 129/11
Location of Lay-bys and Rest Areas**

Author :	A.M.Hitchenor
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Classification

Level 1 (Title / Key Words) :	TD 69/07, Lay-by frequency,
Level 2 : (Directorate/Owner):	Strategic Programmes
Level 3: (RSHQ or HoBU Managed Function):	Strategic Road Improvements
Level 4 : (Work Areas)	Design; Forward Planning.

Purpose

This memorandum provides guidance additional to TD 69/07, applicable to lay-bys and rest areas on all purpose trunk roads in Northern Ireland.

Scope

This memorandum shall be used to determine the frequency of all new parking and emergency lay-bys to be provided on the trunk road network and should be read in conjunction with TD69/07. It also provides guidance on the provision of emergency telephones and facilities to be provided in rest areas.

Background

TD 69/07 "The Location and layout of Lay-bys and Rest Areas", introduced in November 2007, superseded Advice Note TA 69/96. It provides guidance on the provision, siting and design of lay-bys on all purpose trunk roads. The Standard covers parking lay-bys, bus lay-bys, and emergency lay-bys, plus rest areas and maintenance hardstandings.

In respect to frequency of lay-bys on dual carriageways it recommends a spacing of 2.5km, with spacing on single carriageways increasing with decreasing traffic volume (see TD 69/07 table 3.2: Recommended Spacing of Lay-bys in Both Directions). However, the Standard also states that local factors should be taken into consideration when assessing the frequency.

Based upon existing custom and practice in Northern Ireland, the 2.5 km spacing of lay-bys on dual carriageways is quite often too rigorous. As the standard makes recommendation on spacing and suggests that local factors

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should be taken into consideration this DEM provides additional guidance on frequency appropriate to Northern Ireland.

Policy

Frequency of Lay-Bys

The recommended spacing for lay-bys on dual carriageways contained in TD69/07, table 3.2; 'Recommended Spacing of Lay-bys in Both Directions', shall be increased from a frequency of 2.5km up to 7.5km. Similarly on single carriageways, the recommended frequency of lay-bys in Northern Ireland is not less than 7.5 km. The geometric standards contained within the document are considered appropriate.

Emergency Telephones

Chapter 6 of TD69/07 relates to the provision of emergency lay-bys. Whereas the standard recommends that emergency lay-bys should incorporate an emergency telephone, these will not be provided, in view of the widespread use of mobile telephones.

Rest Areas

The frequency of rest areas suggested in TD69/07 is considered appropriate. It is recognised that as amenity provision is the responsibility of District Councils in Northern Ireland, the provision of rest areas will normally require liaison with District Council Officials. This should include the Council's potential to provide picnic and toilet facilities.

Consultants

Consultants working on behalf of Roads Service should be informed of this Memorandum, as appropriate, through the form in Annex A.

Equality

No equality screening of this Memorandum has been undertaken as it will promote consistency within Roads Service internal procedures. Any adverse or beneficial impacts that result from the introduction and adoption of this Memorandum are not expected to discriminate against any defined group in society.

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R. J. Cairns
Director of Engineering
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All enquiries or comments to: Andrew Hitchenor
HQ SRI
Room 2-01
Clarence Court
Tel:028 9054 0420
Email: andrew.hitchenor@drdni.gov.uk

Annex A

< Name >

< Address >

Dear Sirs

Location of Lay – Bys and Rest Areas

Attached is a copy DEM 129/11, which provides supplementary advice to users of DMRB Volume 6, Sections 3, TD69/07.

Yours faithfully