



Policy & Procedure Guide: RSPPG_ E064

Title: The Signing of Service Areas and Local Facilities in By-passed Communities

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Classification

Level 1: (Title / Key Words) Traffic signs, privately funded,
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Level 4:(Business Functn.) Traffic

Notes

Certification

This document represents TransportNI Policy, and is to be implemented with effect from the date of issue.

(Signed) Director of Engineering

Certification Date: 21st April 2015

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Introduction

1.1 Purpose

1.1.1 This Policy & Procedure Guide (RSPPG): -

- a) is aimed at all staff involved in responding to requests for signing of dedicated roadside service areas on Key Transport Corridors (KTC) and requests to provide signing to local facilities in communities close to a KTC; and,
- b) sets out the procedures to be followed when providing traffic signing to dedicated roadside service areas on KTCs and to local facilities in bypassed communities near to KTCs; and,
- c) supplements RSPPG_E029: 'The Signing of Tourist Attractions and Facilities'.

1.2 Definitions

1.2.1 In this document the following definitions and abbreviations apply: -

- a) DRD or 'the Department' – Department for Regional Development
- b) TNIHQ – TransportNI Headquarters
- c) TSR – Traffic Signs Regulations (Northern Ireland) 1997
- d) TSRGD – The Traffic Signs Regulations and General Directions 2002
- e) DfT – Department for Transport
- f) MSA – Motorway Service Area
- g) KTC Key transport corridors – the Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012 defines 5 KTCs, as follows:
 - the **Eastern Seaboard Corridor** – road and rail links between Belfast and Dublin and northward to Larne, improving access to Warrenpoint and Rosslare;
 - the **North Western Corridor** – links Belfast to Londonderry, strengthening access to Belfast International Airport;
 - the **Northern Corridor** – links Belfast to Antrim, Ballymena, Ballymoney, Coleraine, Limavady and Londonderry by road and rail;
 - the **Western Corridor** – links west of Lough Neagh between Donegal, Londonderry, Strabane, Omagh, Monaghan and Dublin; and,
 - the **South Western Corridor** – links Belfast to Craigavon, the Fermanagh Lakelands, the Sperrins and to important cross-border routes.

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Appendix A shows all routes on each of the 5 KTCs.

- h) Cost, sign cost, total cost, etc – The total cost of design, purchase, erection and illumination or reflectorisation of a sign, including administration charges.
- i) Operator – the person or group operating the service area and requesting signing it.
- j) Urban area – A location within a built-up area where the speed limit is 40 mph or less.

1.3 Background

1.3.1 In Great Britain (GB), the Highways Agency's Guide to the Signing of Roadside Facilities for Motorists, issued in September 2013, sets out the policy on the provision, standards and signing for a range of roadside facilities on its strategic road network, including motorway service areas (MSAs), motorway rest areas (MRAs), truckstops and services and lay-bys on all-purpose trunk roads (APTRs). The guide can be accessed via the following link: <https://www.gov.uk/government/publications/roadside-facilities-signing-for-motorists-in-england>

1.3.2 MSAs and other roadside facilities can perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey. Government advice is that motorists should stop and take a break of at least 20 minutes every two hours. Drivers of heavy goods vehicles (HGVs) are subject to a regime of statutory breaks, and such facilities offer the opportunity for this.

1.3.3 Due in part to the relatively short journey distances in Northern Ireland and to the close proximity of by-passed towns, where necessary services are generally available, the Department has not previously seen the need to make specific provision for service areas on its KTCs. Requests for such signing have been received in recent years and this RSPPG aims to establish criteria against which such provisions can be handled in Northern Ireland.

1.4 Implementation

1.4.1 This policy and procedure guide is to be implemented with immediate effect from the 'Date Issued' on page 1.

1.5 Costs and benefits

1.5.1 **The anticipated costs** arising from the implementation of this policy and procedure guide will largely be the staff time to respond to requests for new service area signs.

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1.5.2 In terms of actual costs the service area operator/applicant will bear the total cost of the provision of all signs (including return journey direction signing) associated with individual or collective service areas.

1.5.3 For by-passed communities which meet the criteria for 'local facilities' signing, TransportNI shall bear the costs.

1.5.4 ***The anticipated benefits*** arising from the implementation of this policy and procedure guide are:

- a) an opportunity to provide signing to high quality service facilities on KTCs,
- b) improved presentation of information to road users; and,
- c) uniformity of practice throughout TransportNI Divisions.

2 Policy & Procedure

2.1 General Policy

2.1.1 This policy is intended to provide signing to service areas and facilities in by-passed communities for the benefit of drivers making longer distance journeys. Accordingly, signing will only be provided on or, occasionally, near (see 2.3.7 and 2.4), a Key Transport Corridor (KTC).

2.1.2 A service area should not become a destination in its own right and accordingly signing will only be provided from the KTC and back again.

2.1.3 To be eligible for signing, a roadside service area must have full planning permission.

2.1.4 Signing design details for signing to service areas or local services is provided at Appendix B.

2.1.5 The operator of the service area must enter into a Traffic Signs Agreement before signing will be provided. This sets out the requirements with which operators must comply. An indicative Traffic Signs Agreement is contained in Appendix C. (An electronic copy of the draft agreement can be obtained from the Author).

2.1.6 The operator must remove any existing non-compliant or unlawful signs before new signing will be considered.

2.1.7 Once approved and erected, the signs will become the property of TransportNI. TransportNI will assume responsibility for the maintenance of all the signs, apart from the maintenance of any electronic pricing units for displaying fuel charges. If used, these will remain the responsibility of the operator. The operator shall be responsible for the cost of replacing signs if they become damaged, or require renewal due to normal wear and tear, or need to be replaced to meet the operational requirements of the service area.

2.1.8 Where any signs that have been provided by the operator, or other third party, do not comply with policy, the operator will be responsible for the costs of removal/replacement. Where TransportNI has been required to remove any signs not compliant with this policy and procedure guide or the TSR, it may recoup the costs from the operator.

2.1.9 All traffic signs and markings to roadside facilities should conform to the standards laid down in the TSR/TSRGD and any future amendments.

2.2 Motorway Service Areas

2.2.1 To be signed from the motorway, MSAs must be:

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- limited to a single or two adjoining or interconnected premises; and,
- accessed directly from slips roads from the Motorway; or,
- accessed directly from a motorway junction.

2.2.2 All signs associated with any particular MSA will be provided at the expense of the operator.

2.2.3 Guidance on the signing to be provided to MSAs, along with indicative layouts, is contained in Appendix B (paragraphs 4.2, 4.3 & 4.4, along with figures 1(a); 1(b); 1(c); & 2 refer).

2.3 Service Areas Elsewhere on Key Transport Corridors (KTC)

2.3.1 Only services areas that comply with the requirements outlined in this section will be signed.

2.3.2 All signs associated with any particular service area will be provided at the expense of the operator.

2.3.3 The facility must provide the following as a minimum:

- Fuel for cars, buses/coaches, vans and lorries, including HGVs;
- hot drinks and hot food;
- adequate indoor tables and chairs to cater for at least 8 people;
- free short-term parking including accessible bays (minimum two hours);
- free toilets available to all road users, together with hand-washing facilities;
- parent/carer and child facilities containing baby-changing amenities;
- access to a public telephone;
- 2 parking spaces for cars towing touring caravans or larger motorhomes;
- 2 parking spaces for coaches; and,
- 2 parking spaces for HGVs.

2.3.4 Existing premises must be able to provide evidence that they are compliant with the Disability Discrimination Act 1995 and that facilities are accessible to all users.

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2.3.5 Where services are provided on one side of the road only, signing will be limited to the nearside direction of approach unless a dedicated right turning lane has been provided for right-turning vehicles. Where facilities are split between two sites on opposite sides of the road, and connected by a footbridge or subway and with petrol and parking available at both sides, signing from both directions will be permissible.

2.3.6 Only service areas that are accessed directly from the main KTC route, or have been built adjacent to and share a boundary with the KTC will be signed. Remotely located facilities will not be signed.

2.3.7 Guidance on the signing to be provided to non-MSA service areas is contained in Appendix B (paragraph 4.5, and figures 3(a) and 3(b) refer).

2.3.8 Signs will not be provided to service areas on KTCs within urban areas as services are generally available here.

2.4 Local facilities in by-passed communities.

2.4.1 These signs are for use where a range of basic facilities are available to road users in smaller towns/village lying off the KTC, which will often but not necessarily be a purpose-built bypass.

2.4.2 TransportNI will provide and cover the cost of any signing provided to local facilities.

2.4.3 In order to receive signing, qualifying criteria must be met. All the following facilities must be available at least during normal shop opening hours, 9.30 am to 5.30 pm Monday to Saturday (half-day closing excepted), but excluding public holidays throughout the year:

- Suitable public parking for all vehicles, that does not impact on road safety or traffic progression;
- toilets which are open to the public and are clearly signed;
- fuel; and,
- refreshments.

2.4.4 The community must be within 1 mile of the main (all-purpose) road from which its services would be signed, and must be the first town or village reached after leaving the road signed with the 'facilities' sign. Adequate confirmatory and return route signing must be provided.

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2.4.5 The community should not be so large that the provision of a full range of services would reasonably be assumed to be available by the majority of travellers. As a guide, only towns with a population of under 2,500 will normally be eligible for local facility signing. Populations can be checked via the Northern Ireland Statistics and Research Agency (NISRA) website: http://www.nisra.gov.uk/archive/census/2001/key%20statistics/ks_sett_tables.pdf .

2.4.6 There should be no other roadside services available on the KTC (main route) ahead within the total detour distance plus 1 mile of the local facilities.

2.4.7 There should be no detriment to road safety, traffic management or local amenity on local roads from the encouragement of 'facilities-seeking' traffic.

2.4.8 Signing will be limited to the nearside direction of approach only unless there is a dedicated right turning lane for right-turning vehicles on the far side approach.

2.4.9 Any request for signing for local facilities should be supported by the local council.

2.4.10 Guidance on the signing to be provided to local facilities is contained in Appendix B (paragraph 4.6, and figure 4 refer).

3 Equality Impact Assessment (EQIA)

3.1 Equality Impact Assessment Section 75 of the Northern Ireland Act 1998

3.1.1 An equality screening analysis was carried out on Version 1 of the policy contained within this policy and procedure guide. The original analysis did not identify a differential impact on any of the groups listed in section 75 of the Northern Ireland Act 1998 and a full equality impact assessment was consequently not deemed necessary. The screening was revisited for version 2 and reached the same general conclusion.

3.1.2 A copy of the completed 'Equality Screening Analysis Form' has been signed off and forwarded to the DRD Equality Unit.

3.2 Rural Proofing

3.2.1 This policy and procedure guide is intended to provide specific signing for benefit of all road users. However in terms of service areas, eligible facilities are more likely to be found in a more rural context. Those found in urban areas will generally not be eligible for signing. Similarly signing to local facilities in by-passed communities, which again is for the benefit of all road users, will generally apply to communities found in a rural context.

3.3 Impact Assessments (IAs)- (previously Regulatory Impact Assessments)

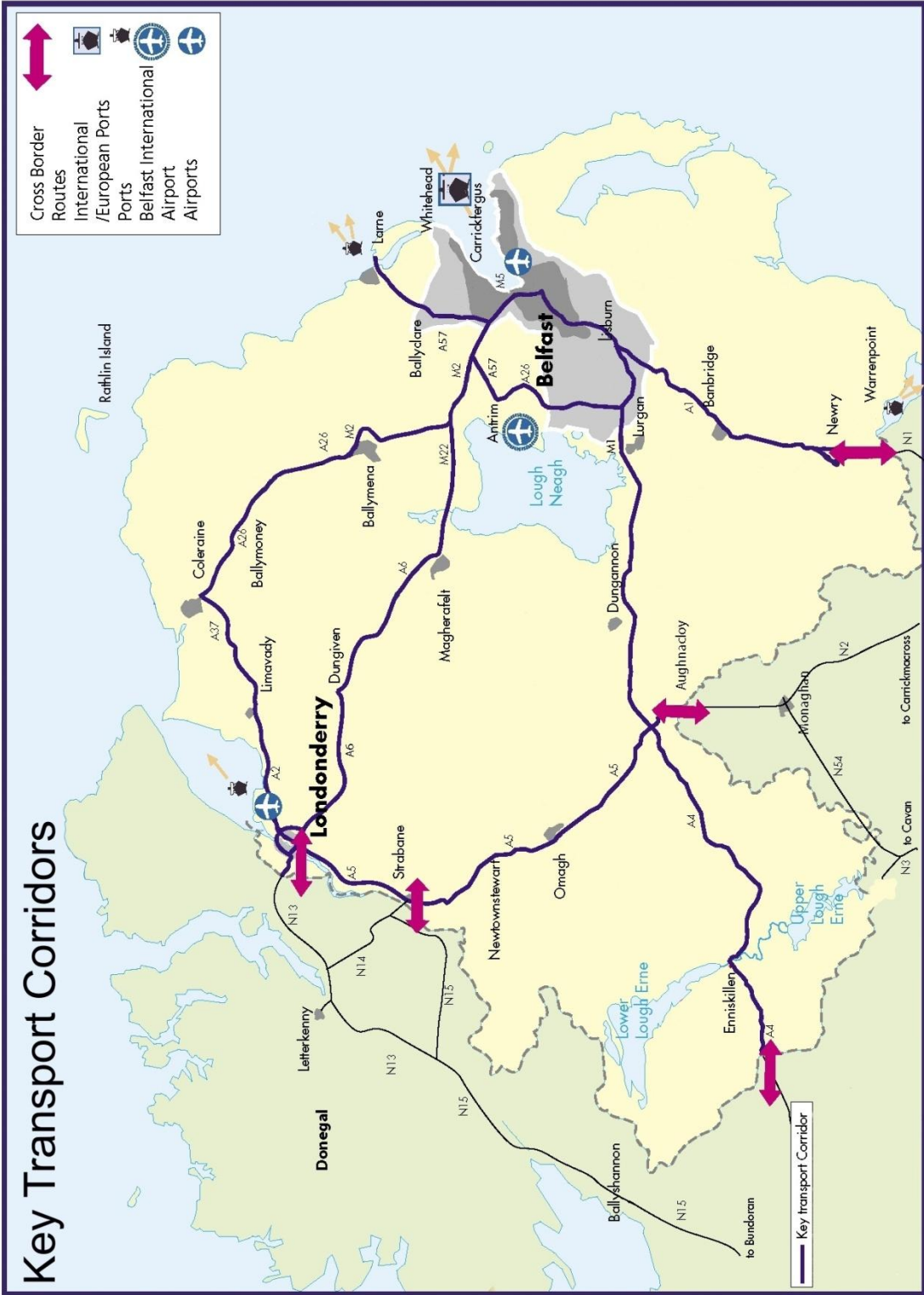
3.3.1 Although Operators are required by agreement to cover the whole cost of providing any signing to service areas, this policy and procedure guide does not impose either a direct or an indirect impact on businesses, charities, social economy enterprises or the voluntary sector accordingly an Impact Assessment is not deemed necessary.

3.4 Lifetime Opportunities – Government’s Anti-Poverty Strategy (replaces New TSN)

3.4.1 The intention of this policy and procedure guide is to provide guidance on the provision of specific types of permanent direction traffic signs to assist the safe and effective movement of traffic. As such there is no opportunity to assist the Government’s Anti-Poverty Strategy.

4 Appendices

Appendix A – Key Transport Corridors



Appendix B – Signing Arrangements

4.1 Traffic Sign Design for Service Areas and Local Facilities - General

4.1.1 This guidance covers the provision of traffic signs to roadside service areas and local facilities on Key Transport Corridors in Northern Ireland. It should always be read in conjunction with the Traffic Sign Regulations (Northern Ireland) 1997 (TSR).

4.1.2 While not presently included in TSR, direction signs and advance direction signs may continue to be erected without special authorisation provided they conform to those included in Schedule 7 of TSRGD. Prescription of these sign types will be included in the future revision of TSR.

4.1.3 When non-prescribed signs are being proposed authorisation must be sought from Engineering Services (ES) in TransportNI Headquarters (TNIHQ).

4.1.4 Operators are required to enter into a Traffic Signs Agreement (para 2.1.5 refers). Only when such an agreement has been concluded may signing to a service area be erected.

4.2 Motorway Services – Strategic Entry Point

4.2.1 The signing to individual motorway service areas is covered in the sections immediately following.

4.2.2 From a strategic perspective, sign diagram 2918 can be provided at main entry points to the motorway network if requested and only if funded by the operator.

4.3 Signing to Motorway Service Areas On-Line (MSA)

4.3.1 Options for signing on-line motorway service areas are illustrated in:

- Fig 1(a) – option 1;
- Fig 1(b) – option 2; and,
- Fig 1(c) – option 3

Each of which immediately follow this section.

4.3.2 The following notes apply and should be read in conjunction with each figure:

(a) 1 mile before a MSA – either:

- i. Option 1 - Sign diagram 2918. Where other service areas are located further along the motorway network, sign 2917^{GB} shall be substituted for 2918. Where a sign is located on a motorway of four lanes or more, the indication of distance may be increased to 2 miles to allow for the greater number of lanes to be crossed; or,
- ii. Option 2 – Sign diagram 2918. Notes same as option 1; or,
- iii. Option 3 - Sign diagram 2919.3^{GB} or as otherwise authorised (check with TNIHQ for amended drawing). The sign provides for no more than six placeholders in addition to the larger Operator's panel; each placeholder may contain either the logo of a franchise operating on the site or an appropriate prescribed symbol; duplicate or variants of the same corporate identifier are not permitted; blank or unused placeholders must be omitted and not replaced by a blank panel; all placeholders containing a franchise logo must have a 0.5sw white border, and either the logo of the company supplying the fuel on the site or the generic white fuel pump symbol must appear on the sign. Where any of the Operator or placeholder panel are on a white or light background, an additional 0.5sw blue border should be provided within the white border.

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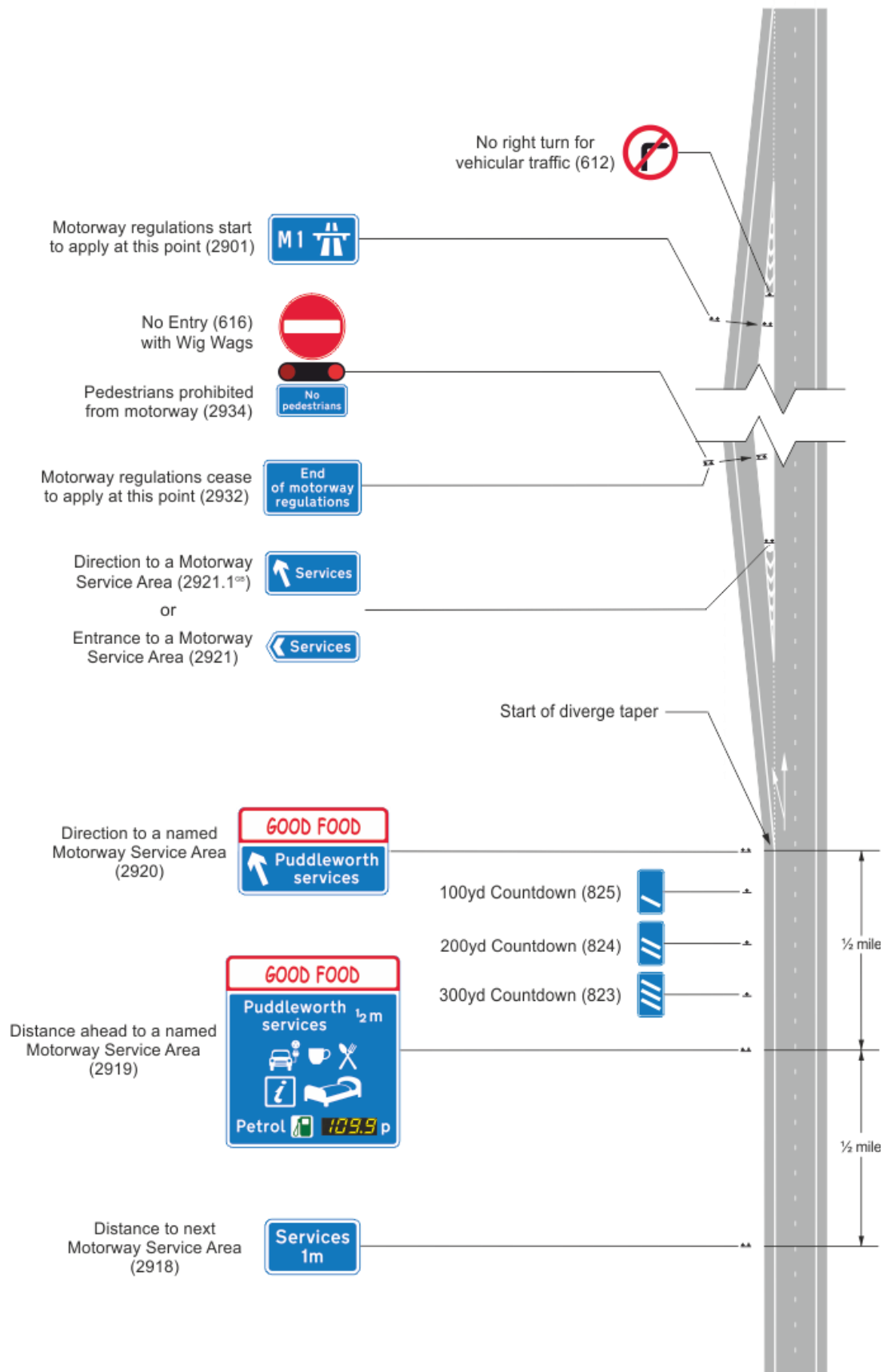
- (b) $\frac{1}{2}$ mile before the MSA – either:
- i. Option 1 - sign diagram 2919. (Check with TNIHQ for amended drawing) Where the petrol price panel is included on a sign, the numerals should be the size shown on the DfT working drawings and the display panel must be remotely operated; the diesel price can also be added in accordance with fig 1(c); where the petrol/fuel price panel is omitted, the white petrol pump symbol should be added to the beginning of the top row of symbols; header panel optional; or,
 - ii. Option 2 - Sign diagram 2919.3^{GB} or as otherwise authorised (check with TNIHQ for amended drawing). The sign provides for no more than six placeholders in addition to the larger Operator's panel; each placeholder may contain either the logo of a franchise operating on the site or an appropriate prescribed symbol; duplicate or variants of the same corporate identifier are not permitted; blank or unused placeholders must be omitted and not replaced by a blank panel; all placeholders containing a franchise logo must have a 0.5sw white border, and either the logo of the company supplying the fuel on the site or the generic white fuel pump symbol must appear on the sign. Where any of the Operator or placeholder panels are on a white or light background, an additional 0.5sw blue border should be provided within the white border; or,
 - iii. Option 3 - sign diagram 2919. (Check with TNIHQ for amended drawing) Where the petrol price panel is included on a sign, the numerals should be the size shown on the DfT working drawings and the display panel must be remotely operated; the diesel price can also be added in accordance with fig 1(c); where the petrol/fuel price panel is omitted, the white petrol pump symbol should be added to the beginning of the top row of symbols; header panel optional.
- (c) At 300, 200 and 100 yards before the start of the diverge taper – verge mounted countdown marker sign diagrams 823, 824 and 825 shall be provided;
- (d) at the start of the diverge into the MSA - sign diagram 2920 (with or without header panel);
- (e) on the exit nosing - diagram 2921 or diagram 2921.1^{GB} , depending on the road layout; and

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- (f) At end of off-slip - End of Motorway regulations sign diagram 2932 shall be provided near the entrance (both sides) to the motorway service area. 'No Entry' sign diagram 616 / Flashing 'Wig Wags' and 'Pedestrians Prohibited' sign diagram 2934 shall be placed on the reverse of diagram 2932; and,
- (g) On on-slip - Motorway Regulations start to apply at this point signs (both sides) diagram 2901 and No Right Turn for vehicular traffic diagram 612 shall be provided on the motorway on slip.

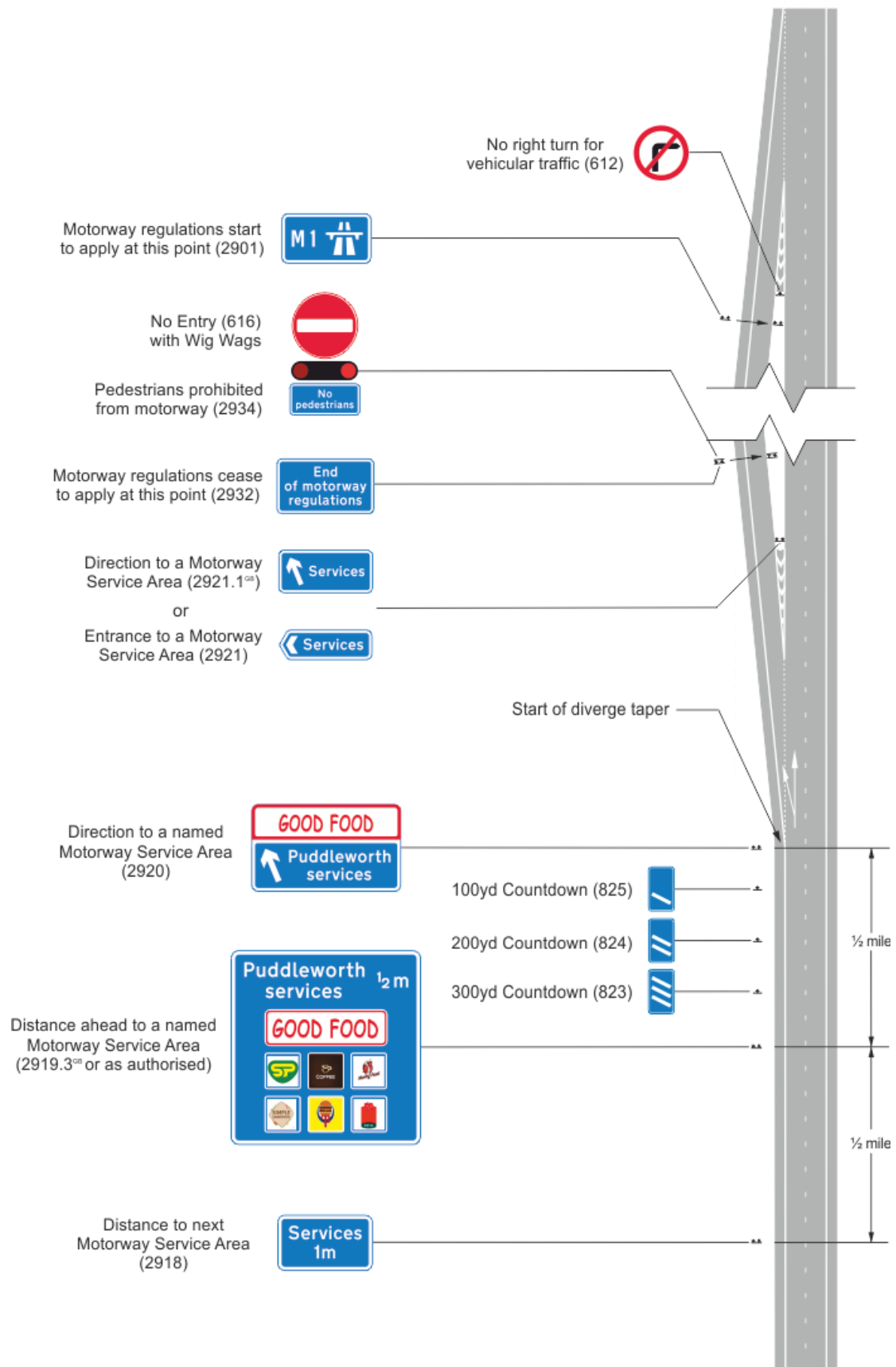
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Fig 1(a) – Motorway Service Area On-Line (option 1)



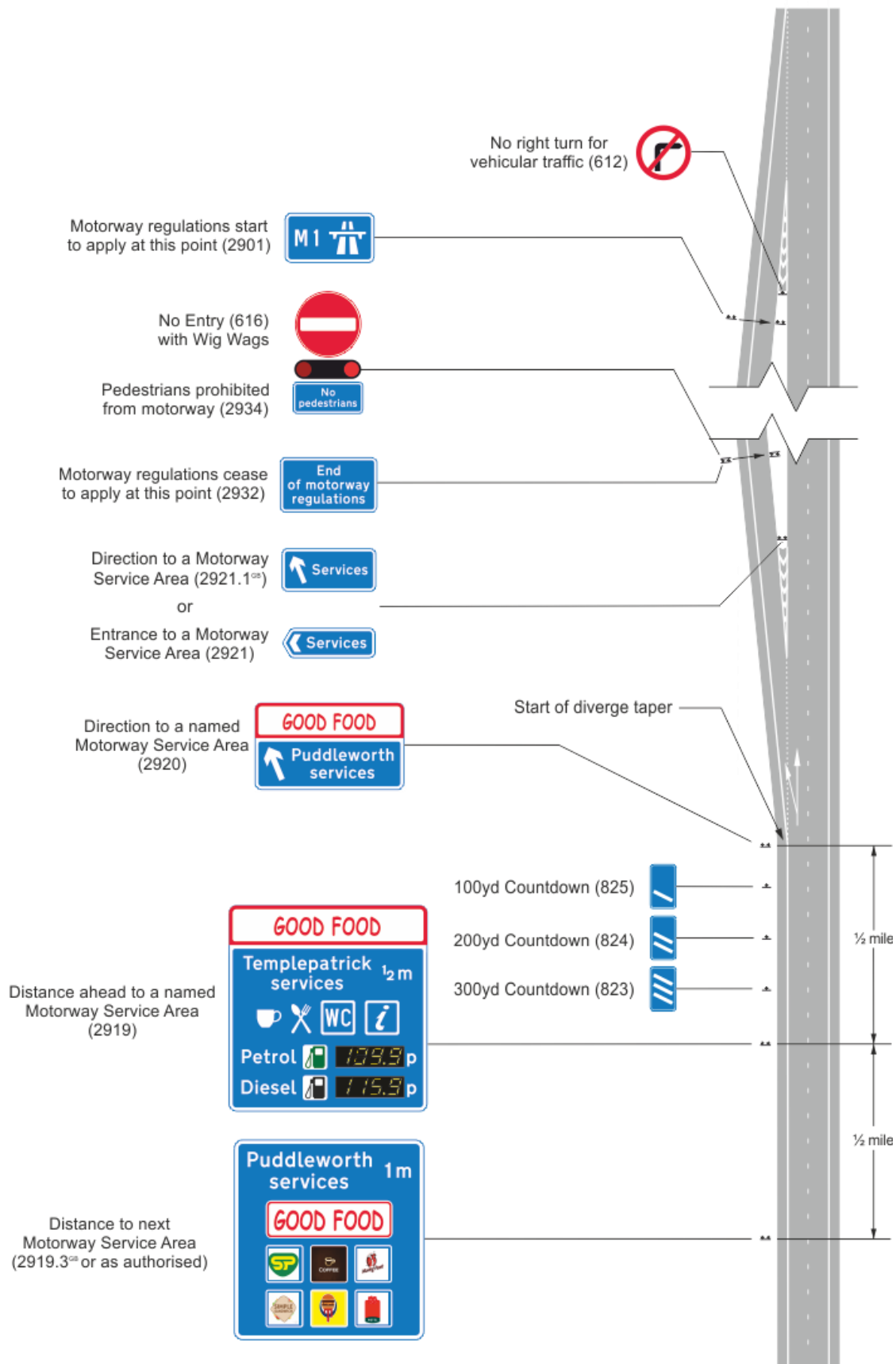
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Fig 1(b) – Motorway Service Area On-Line (option 2)



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Fig 1(c) – Motorway Service Area On-Line (option 3)



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4.4 Signing to Motorway Service Areas Off-Line

4.4.1 Off-line motorway service areas shall only be signed where they have a direct access from a motorway junction (para 2.2.1 and Fig 2 refer).

4.4.2 The approach to the junction will already be signed, so to fit in with existing signing, and at its simplest, the following sequence of signs should be used:

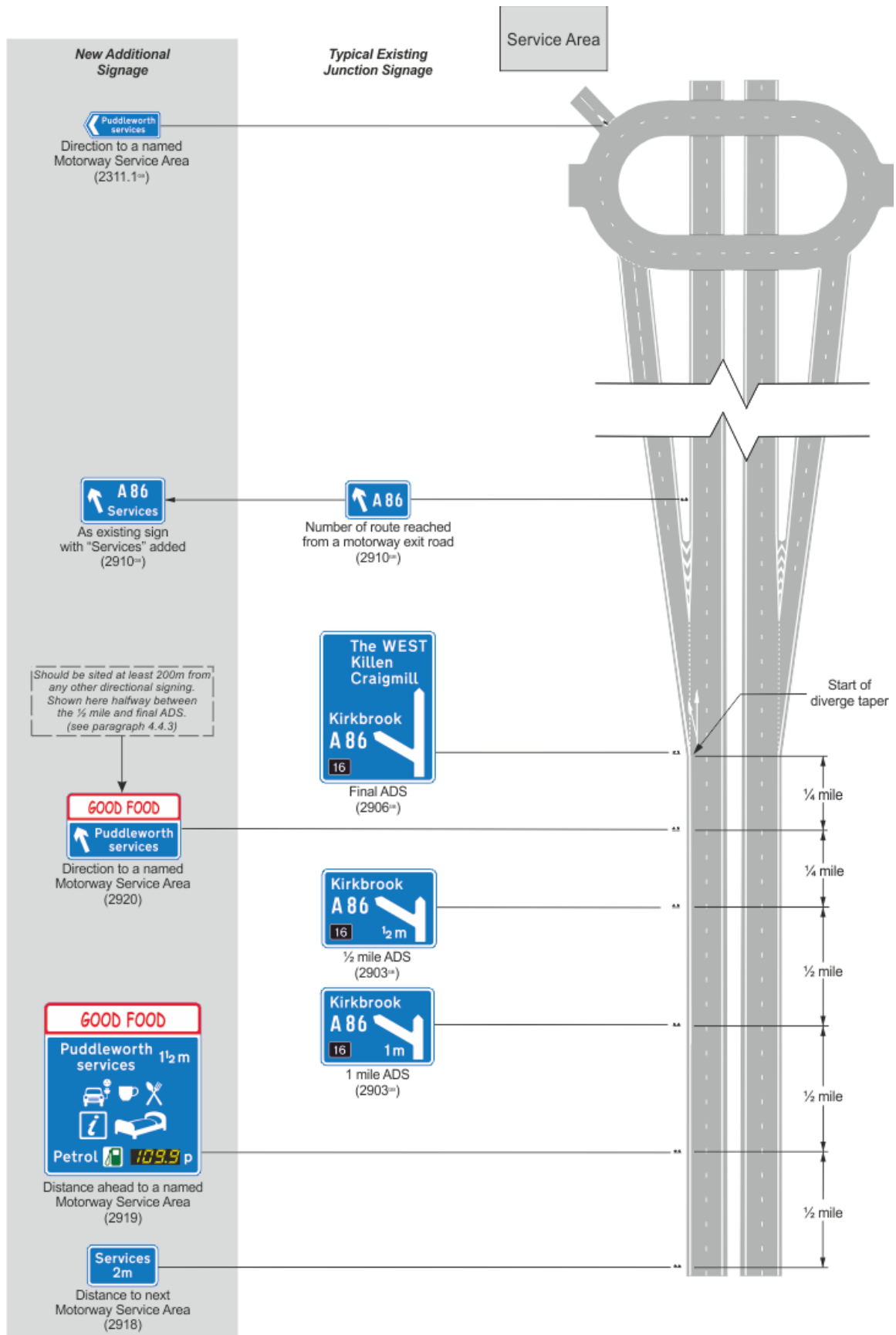
- (a) 2 miles before junction – sign diagram 2918;
- (b) 1½ miles before junction – sign diagram 2919 (see notes in para 4.3.2(b)(i));
- (c) 1 mile, ½ mile and final advanced direction signs (ADS) – where possible the word ‘Services’ should be added to existing signs (see para 4.4.3);
- (d) at the exit nosing – the word ‘Services’ should be added below the route number on the standard nose-exit sign, diagram 2910^{GB} (in practice this will probably necessitate the provision of a new sign); and,
- (e) at the service area entrance – sign diagram 2311.1^{GB}.

4.4.3 Where provision of the word ‘Services’ on the existing ADS (para 4.4.2(c) above) would lead to information overload, and as an alternative, a separate sign to diagram 2920 should be provided between the existing ½ mile and final ADS. This should be sited half-way between the two existing signs, but if this is not possible, it should be at least 200 metres, more if possible, from any other directional signing (Fig 2).

4.4.4 The information presented on the ‘2 mile’ and ‘1½ mile’ signs can be varied depending on the needs of the individual operator. Reference should be made to section 4.3 (and in particular the provision of ‘1 mile’ and ‘½ mile signs’) for details of the permitted variants.

4.4.5 In the unlikely event the MSA is some distance from the motorway, the distances given on the new motorway signing should be those to the turn-off for the MSA where it leaves/joins the motorway junction. It is important not to give the overall distance to the MSA as this could mislead drivers into passing the junction, seeking a later turn-off for the MSA.

Fig 2 - Motorway Service Area Off-Line



4.5 Signing to Service Areas Elsewhere on Key Transport Corridors (KTC)

4.5.1 For advance warning of services that are open 24 hours, a sign to diagram 2313.1^{GB} may be provided. The normal distance is half a mile, but, where this would interfere with other directional signing, the distance may be varied in accordance with TSRGD Schedule 16, item 8. “Services” may be varied to a geographical name and “services”. Symbols should be varied according to available facilities, but should always be used in the order shown on the drawings, and must always include the WC, petrol pump and cup or fork and spoon (but not both). If LPG fuel is available, the symbol should be placed after the petrol pump. The “i” symbol may be omitted if no tourist information is available and the bed symbol may be added.

4.5.2 Where services are not open 24 hours, the advance signing should be to diagram 2313.3^{GB}. The lower panel may read either “not 24 hrs” or “Fuel only 24 hrs” as appropriate. The same permitted variants apply as for diagram 2313.1^{GB}.

4.5.3 Where required, final advance direction signs to service areas should be designed to diagrams 2313.2^{GB} or 2313.4^{GB} as appropriate. These signs may also include the range of symbols shown on the half-mile advance direction signs, and the symbols should be the same on both signs. Signs of this type, incorporating symbols, should only be used where drivers are required to turn off the main road in order to reach services accessed from a minor road. They should not be used as final signs at the entrance to a service area.

4.5.4 At the entrance to the service area itself, either diagram 2314.1^{GB} or diagram 2314.2^{GB} should be used, as appropriate for the road layout. Signs to diagram 2314.2^{GB} may also be used at a slip road nosing.

4.5.5 The direction to a service area may also be indicated by adding the destination “Services” to standard directional signing, either directly in the case of non-primary route signs, or in a panel in the case of green primary route signs. Schedule 16, item 35 of the TSRGD indicates those sign diagrams to which this permitted variant applies.

Fig 3(a) – Service Area Accessed from a Minor Road

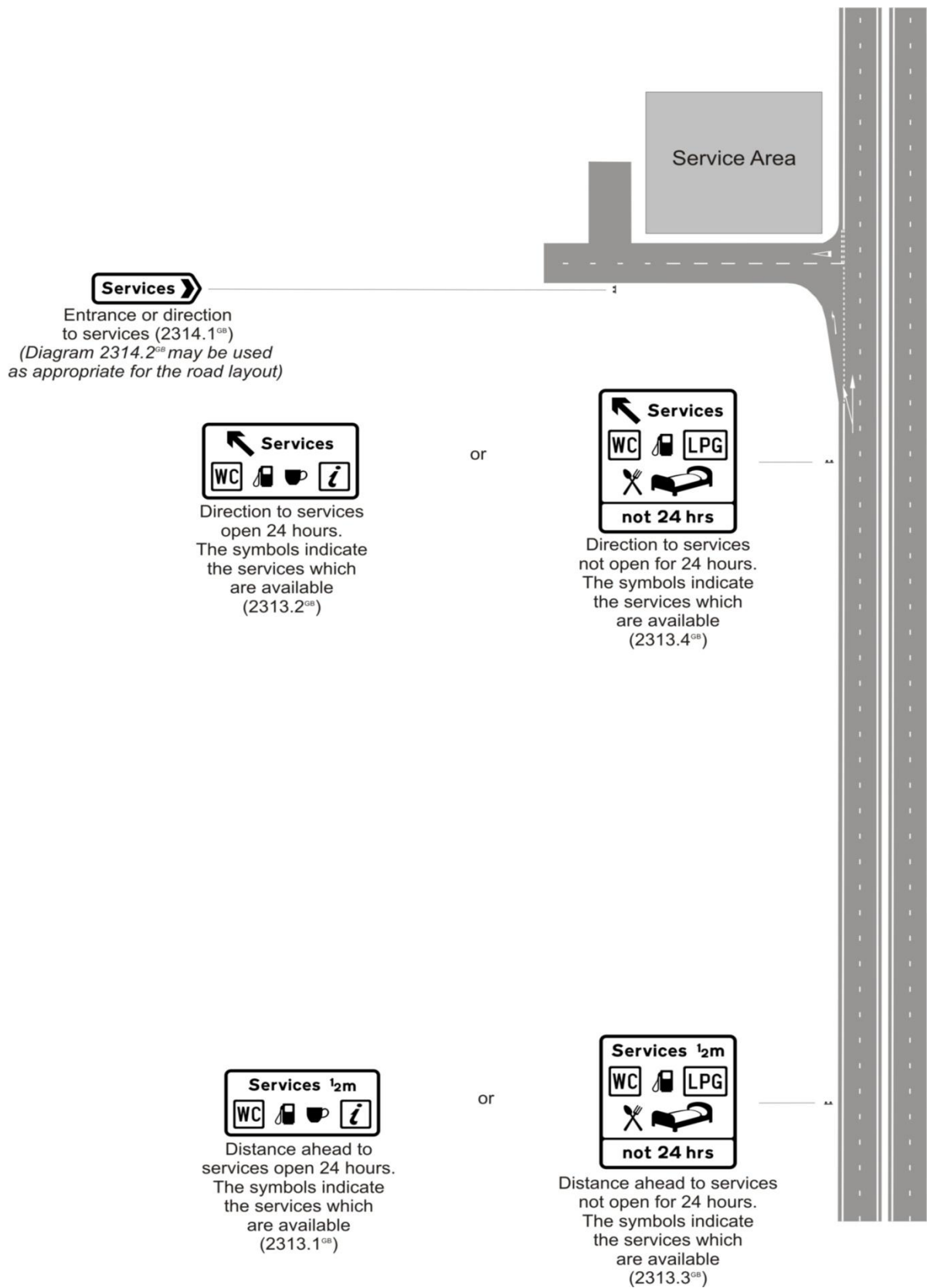
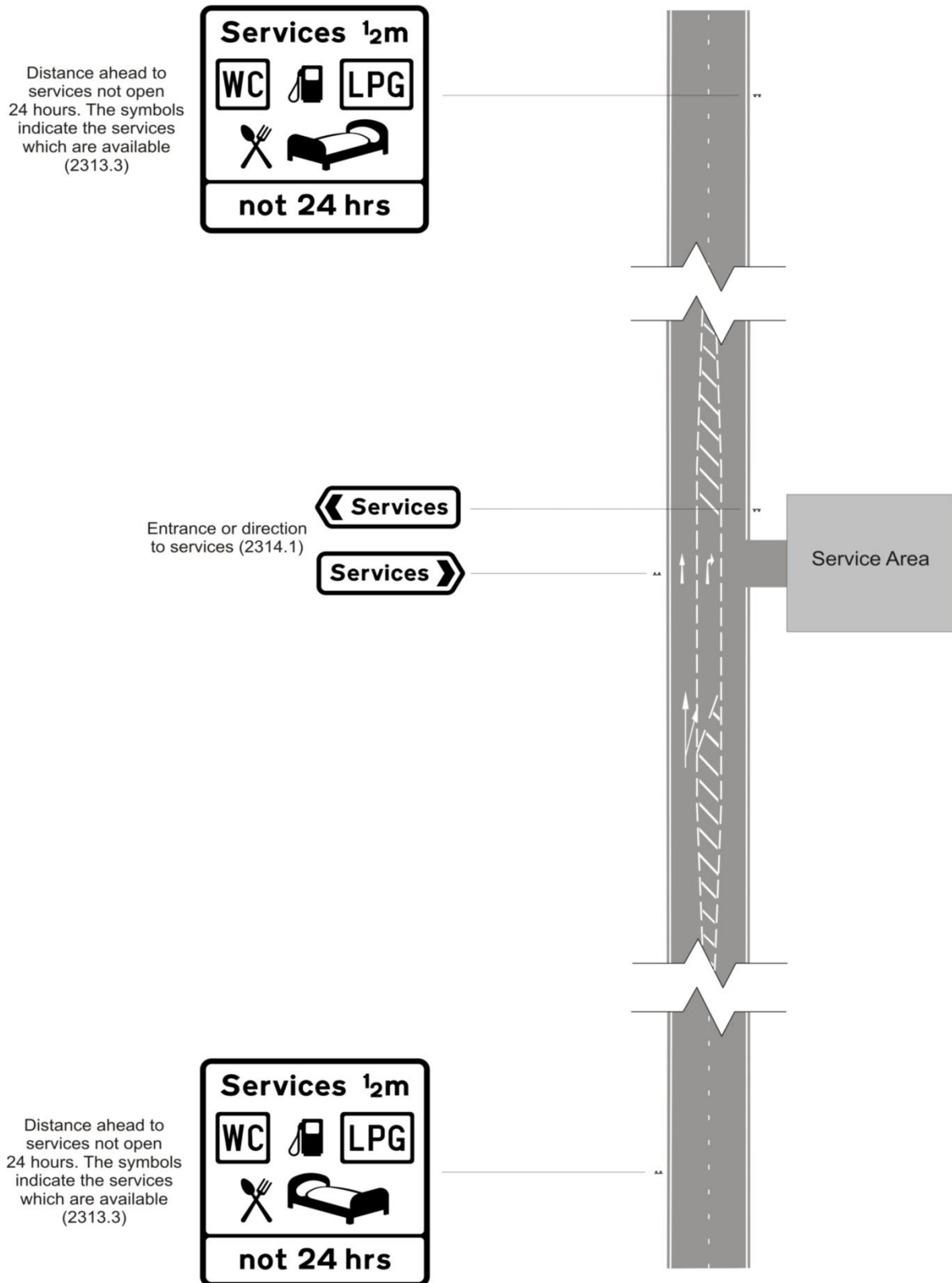


Fig 3(b) – Service Area Accessed from a Major Road



4.6 Signing to Local services in by-passed communities

4.6.1 These signs are for use where a range of basic services are available in a small town or village lying off the main road, which will often but not necessarily be a purpose-built bypass (section 2.4 refers). These signs are not to be used on motorways.

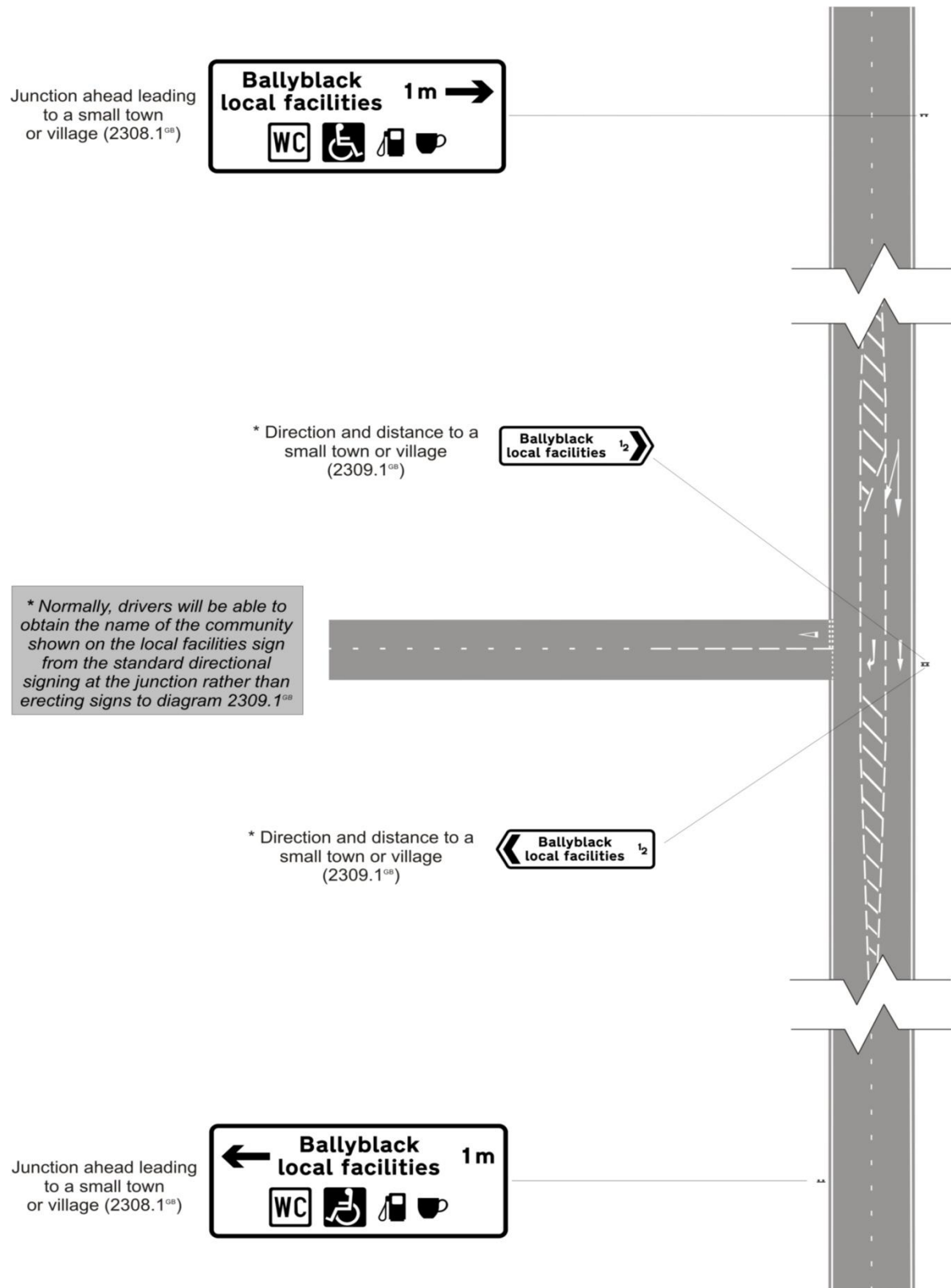
4.6.2 Advance signing to local facilities should be by means of diagram 2308.1^{GB}. This sign should be positioned so as to avoid last minute manoeuvring by drivers.

4.6.3 The WC, petrol pump and cup symbols should appear on all signs, as these represent the minimum qualifying criteria for signing. The spoon and fork (denoting a restaurant), bed or tourist information “i” symbol shall be omitted where these facilities are not provided.

4.6.4 Tourist attraction and camping site/caravan park symbols should not be added, as these would make the sign too complicated. These are tourist facilities and should be signed separately in accordance with RSPPG E029 .

4.6.5 Normally, drivers will be able to obtain the name of the community shown on the local facilities sign from the standard directional signing at the junction and on the continuation of the route. However, a flag-type sign to diagram 2309.1^{GB} can be used at any junction on the route where the existing local directional signing is not adequate.

Fig 4 – Local Services



THIS AGREEMENT is made the day of 2015
Between DEPARTMENT FOR REGIONAL DEVELOPMENT of Clarence
Court, 10-18 Adelaide Street, Belfast (“the Department”) and
LIMITED having its
registered office at
 (“the Operator”)

WHEREAS

A. The Operator intends to lay out upon the lands situate at [insert location], facilities for the fuelling and parking of motor vehicles together with the provision of facilities for the convenience and assistance of drivers and passengers of motor vehicles.

B. The Operator intends to use the said facilities to benefit and provide a service for the drivers and passengers of motor vehicles using the adjacent motorway.

C. The Operator holds the service area ‘[insert details of title]

D. The Operator has requested the Department to permit of the erection and maintenance of signing and associated equipment together with the installation of a remote control system for the changing of the fuel price information on the Department’s lands being the verge of the nearby motorway to provide information to the users of the motorway as to the existence of and location of the Operator’s facilities and services and the availability and price of fuel at the service area.

The Department hereby authorises the erection of such signing and associated equipment together with the installation of a remote control system for changing the fuel price information subject to the conditions and provisions hereinafter set out.

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IT IS AGREED AS FOLLOWS

The Operator agrees with the Department:

1. That the permission hereby given by the Department for the erection and maintenance of the signing, associated equipment and remote control system is given on the basis that, and is dependent on, the facilities and services provided by The Operator at the MSA at all times complying with the criteria laid down in the Schedule to this Agreement.
2. At its expense to provide the Department with the signing and associated equipment which shall be of a specification and content first approved of in writing by the Department.
3. That the signing and associated equipment so provided by the Operator shall become and remain the property of the Department.
4. That the signing associated equipment (and to such extent as it is required the remote control system) shall be erected and installed on the Department's lands being the verge of the motorway at the expense of the Operator and at the location determined by the Department and under the direction supervision and inspection of the Department's officers and to their complete satisfaction and in accordance with the timetable first approved of in writing by the Department.
5. To pay to the Department on demand
 - (i) All costs and expenses (if any) incurred by the Department should it be necessary to change the location of any advance motorway direction signs in order to accommodate the erection and installation of the signing, associated equipment or remote control system.
 - (ii) All costs and expenses incurred by the Department in ensuring that the signing and associated equipment is maintained and kept in good order and repair (including where necessary replacement and amendment) and where the fuel price changing equipment requires maintenance repair or replacement to arrange with the Department for such works to be carried out by a specialist contractor under the direction supervision and inspection of

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the Department and within such reasonable period as the Department may specify.

6. That all work on the signing and its associated equipment shall only be carried out by employees of the Department or by contractors approved for that purpose by the Department who before attending on any occasion to carry out such work shall first obtain the Department's express consent to their attendance on the motorway on that occasion. Such contractors when carrying out such work shall observe the conditions laid down in the current Department's Traffic Signs Manual and any other advice given from time to time by the Department on procedures for working on or in the vicinity of a motorway.

7. To operate changes to the fuel price information by a remote control system and if such system consists of or comprises a system for the transmission of signals to comply with all statutory requirements in respect thereof and without restricting the generality of the foregoing to obtain and keep valid such licence or licences as may be required for the installation and operation of the system.

8. To ensure at all times that the information displayed is accurate.

9. To fully and effectually indemnify the Department from and against all losses damages and expenses which may be sustained or incurred by it and all actions proceedings claims and demands which may be brought or made against it in respect of damage to any property whether belonging to the Department or not or any injury caused to any person whether or not in the employment of the Department or not or any other damage or injury where such damage or injury in any way arises out of or is in any way either directly or indirectly due to the state condition or quality of the signing and associated equipment as supplied to the Department by the Operator or the remote control system as installed and operated by the Operator.

10. To pay interest at the rate of 2% above the minimum lending rate of The Northern Bank (or any other equivalent Bank in the event that The Northern Bank should cease to exist or trade) from time to time in force on all monies due to the Department under this Agreement which remain unpaid after fourteen days of payment having been requested or demanded of the Operator by the Department from the date when such monies become due to the date of actual payment.

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11. Upon the closure or ceasing to trade of the MSA to pay all costs and expenses incurred by the Department in the removal of signing and associated equipment (and the remote control equipment to such extent as it may be installed on the Department's lands and is not removed by the Operator).

12. Upon the closure or ceasing to trade of the MSA to pay all costs and expenses incurred by the Department in any necessary closing off and/or making safe of any direct access off the Motorway to or from the MSA.

13. Where required by the Department to make all payments in advance and should estimates be given to pay the eventual costs where more or less.

The Department agrees with the Operator:-

To maintain and keep in repair (including replacement where necessary) the signing and associated equipment at the expense and cost of the Operator as is hereinafter set out and should the Operator require an amendment to the signing such as to show a change in the name of the Operator then the full cost of reconstruction of the signing will be charged by the Department (as the patching on of a panel will not be acceptable in this or like circumstances – the whole signing will require replacing – and any changes made must be made consistently to all signing erected under this Agreement).

Provided Always and it is Hereby Agreed that

1. Whether the signing or associated equipment requires maintenance or replacement shall be solely determined by the Department whose discretion in the matter shall be unfettered.

2. This Agreement may be determined by

(a) The Department giving to the Operator (2 months) notice of its intention to revoke should the Operator be in breach of any of the terms and conditions of this Agreement.

(b) By either party giving to the other (3 months) notice of its intention to revoke.

3. In addition to its right to revoke this Agreement as hereinbefore provided the Department shall be entitled at the cost of the Operator to obscure the signing from

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view should the MSA fail to comply with any part of the criteria for signing of an MSA from the motorway as the same is set out in the Schedule to this Agreement provided that in the exercise of this provision the Department shall also advise the Operator in writing of the specific failure to comply with the criteria and shall remove the obscuring of the signing upon the Operator satisfying it that it is once again complying with the criteria.

SCHEDULE

IN WITNESS whereof this Agreement has been signed by a Director of the Operator with intent and authority to bind the Operator and by an Authorised Officer of the Department

Signed by)
An Authorised Officer in the)
DEPARTMENT FOR REGIONAL)
DEVELOPMENT in the presence of:-)

_____)
Witness)

Signed by)
A Director of)
LIMITED in the presence of:-)

_____)
Witness)

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4.6.6 Policy & Procedure Guide: RSPPG_ E064

Title: The Signing of Service Areas and Local Facilities in By-passed Communities

Document History

Version	Date	Author	Authorised by Document Control Panel Members	
			Name :	Signature
1	May 2012	S Hughes		
2	17 April 2015	S Hughes	Approach taken in Version 2 in line with that take by Highways Agency in England, and has been approved by Minister.	

Overall Reasons For This Version

Version	Reasons
1	First issue of document
2	To accommodate changes in available signs emanating from GB.

Revision Details

Version	Amendments
2	Section 4.2 amended; Fig 1 amended to Fig 1(a); and Fig 1(b) added