



TRUCK PARKING BAYS: NATIONAL HIGHWAYS

POLICY

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Version 1.0

Owner: Department of Transport

Manager: Transport Infrastructure Planning Division

Definitions

- Rest Area - An area adjacent to the road enabling light vehicle motorists to take fatigue breaks.
- Truck Parking Bay - An area adjacent to the road enabling operators of heavy vehicles to take fatigue breaks and address operational needs.

Objective

To provide heavy vehicle operators with the opportunity to rest and meet operational needs through appropriate spacing of truck parking bays.

Guidelines

Key Principles

Truck parking bays are developed to meet fatigue management and operational needs of heavy vehicle operators.

Truck parking bay development and management should represent value for money.

The Department of Planning and Infrastructure aims to provide a safe driving environment for all road users.

Truck parking bays should be kept separate from roadside rest areas.

Light vehicle motorists should be discouraged from using truck parking bays.

Truck parking bays within town areas should be developed with consideration for the concerns of residents.

Truck parking bays within town areas should be developed by the private sector business.

The establishment and upgrading priority of the truck parking bay network will be determined through consultation with industry.

Application

This policy applies to the Stuart, Barkly and Victoria Highways.

Spacing

Truck parking bays should be spaced at approximately 80 km intervals, taking into account towns and commercial facilities. A practical and economical approach to meeting this target will be undertaken, insofar as no parking bays will be 'shifted' to meet the target, and any proposals for additional parking bays will be developed through coordination between industry and the Department.

Features and Facilities

Truck parking bays should be designed in accordance with Standard Drawing [CS-1901-2](#).

Truck parking bays should contain serviced garbage bins with animal protection grills.

The location and structure of truck parking bays should balance the need to be functional and comfortable for heavy vehicle operators while minimising their attractiveness to light vehicle motorists. This shall involve a 10m minimum set-back from the road and reducing foliage cover for motorists, or selective use of bollards to prevent entry into the scrub.

All truck parking bays should be signed in accordance with Standard Drawing [CS-1902-2](#) to indicate that the bays are for fatigue management for heavy vehicle operators only and should also advise the distance to the next stopping opportunity.

Truck parking bays should be signed in advance and at the turnoff, as per Figure 5.3 of [AS 1742.6](#) (pdf 27Kb).

Truck parking bays should aim to provide level, all weather access. All pavements, including the parking bay, acceleration lane, deceleration lane and entry and exit points are to be sealed.

Truck parking bays should be situated so as to maximise clear sight lines in both directions and roadside verges are to be regularly slashed in order to maintain these sight lines.

Wherever possible, truck parking bays should be situated on the crest of a hill or on flat grades, having regard to appropriate sight lines to other vehicles traveling on the adjacent road.

Truck parking bays should have deceleration and acceleration lanes, designed appropriately for the designated speed of the road.

Truck parking bays should be located on both sides of the road so trucks do not need to cross traffic lanes. These bays however should not be directly opposite, but have a minimum of 1 km between them. This stagger will be such that traffic will encounter the 'non-available' truck parking bay first before coming to the available truck parking bay. In other words, a truck travelling north will encounter the truck parking bay for south bound vehicles first before encountering the truck parking bay for north bound vehicles. In this way the 'non-available' truck parking bay will serve as an additional advance warning that an accessible truck parking bay is being approached.

To aid in identification and the reporting of maintenance issues and the like, where possible all truck parking bays should be identified by local name and / or by a number and / or by road chainage.

It is intended over time to upgrade all truck parking bays to the standards prescribed herein by the policy. In time, all unofficial truck parking bays will either be closed or upgraded to official status.