



Northern Territory Rest Facilities Strategy



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YOUR REST





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Summary

This Northern Territory Rest Facilities Strategy will work towards improving the delivery and management of rest facilities in the Territory, which will create a safer road environment for road users.

This rest strategy is limited to the Northern Territory national network, tourist routes and to ensure key freight routes. It provides guidance to ensure that the location and frequency of rest facilities and the level of amenities are compatible with the strategic role of the route. For example key freight routes will have adequate truck parking bays. Tourist routes will have adequate rest areas and roadside stops will cater for light vehicles including caravans.

Strategic actions have been developed to guide the Department of Infrastructure, Planning and Logistics (the Department) in the improvement of Northern Territory rest facilities.

The development of the Northern Territory Rest Facilities Strategy has been guided by consultation with stakeholders and the general public, resulting in the following recommendations.

Introduction

Background

Driver fatigue is an important road safety issue to be managed. Fatigue reduces the ability of a person to drive safely, and affects judgement, ability to react and maintain vehicle control.

The key to reducing fatigue related crashes is to encourage motorists to stop and rest after two hours of driving time or 200 kilometres of distance travelled, whichever comes first. Provision of rest facilities and adequate amenities offers drivers the opportunity to take rest breaks and revive in a safe environment.

A rest facilities network needs to:

- be well placed within the roads across Northern Territory so that drivers have sufficient opportunities to rest
- have sufficient parking spaces to meet current demand and provision for future demand
- meet the needs of all road users; and
- be attractive and clean to encourage drivers to stop for a break.

Objectives

- To support the Department's commitment to create a safer road environment by enabling drivers to manage fatigue and have reasonable access to amenities such as toilets, shelter, driver information, etc.
- To provide fit for purpose rest facilities across the network.
- To align the Department's approach with the national guidelines for the Provision of Rest Area Facilities.

Principles

- To ensure safe access for road users to appropriate rest facilities.
- Rest facilities will complement, and not conflict with commercial businesses.
- Ensure the rest facilities are compliant with and meet the requirements of the national guidelines and Northern Territory Government policies and standards.
- Provide minimum required amenities at rest facilities.
- Review and improve road safety signage in and around the rest facilities and provide standard rest facilities signage as per AS1742.6.

The Department will review this strategy frequently to ensure it complies with the national guidelines, fulfils needs of road users and to update the future works program.

Scope of the strategy

This strategy aims to establish guidelines for rest facilities and amenities on key routes in the Northern Territory to enable drivers to manage fatigue, check their vehicle and loads and have reasonable access to amenities.

The scope of this strategy includes the following tasks:

- Review the existing rest facilities network to identify gaps.
- Establish target standards for the amenities of all rest facility types.
- Review the existing rest facilities against the amenities target standard.
- Provide eligibility guidelines for constructing new rest facilities and upgrading existing rest facilities to the target standards.
- Develop future capital and maintenance work programmes.

Application of this strategy is limited to rest facilities on the Northern Territory national network, tourist routes and key freight routes.

Links with other Government strategies, plans and policies

Towards Zero

Towards Zero Road Safety Action Plan focuses on road safety actions to address the key priority areas for the Northern Territory. The primary goal of the action plan is to reduce death and serious injury on Territory roads.

This strategy addresses the Towards Zero aim to provide safer roads and roadsides and provides strategic direction for the provision of driver rest facilities across the Territory. It recognises the need for road users to be aware of the risk of driving when fatigued and how essential it is to take a break before their driving is affected by fatigue.

Destination Management Plan

Destination Management Plans identify key strengths and assets across Northern Territory regions, and provide a comprehensive overview of comparative advantages, current product offerings and visitor profiles.

These plans guide management and investment decisions within the destination. They help achieve increased visitor numbers, extend length of stay, encourage visitors to travel through more remote areas of the region, and ensure a coordinated tourism approach between business, government, the tourism industry and communities.

This strategy fits within the Destination Management Plan goals and will provide information on surrounding area and Aboriginal history and cultural attractions through visitor information boards installed at rest areas.

Northern Territory Aboriginal Tourism Strategy 2020-2030

The Northern Territory is considered the preferred destination for Aboriginal cultural tourism experiences in Australia. The Aboriginal Tourism Strategy aims to enhance knowledge throughout the sector by providing improved

information systems, data collection and research outcomes. The strategy also aims to lead the development of the sector in partnership with Aboriginal people and operators to deliver cultural and economic benefits for Aboriginal people. The strategy outlines working with partners to develop appropriate infrastructure for visitors to regions, and better plan, market and showcase the sector to drive future sustainable Aboriginal tourism growth.

This strategy will provide information on surrounding area and Aboriginal history and cultural attractions through visitor information boards installed at rest areas. This information will be provided by Tourism NT.

NT Tourism Industry Strategy 2030

The NT Tourism Industry 2030 Strategy strategic plan ensures the industry in the Territory operates with shared vision and priorities.

The NT is home to world heritage listed parks, wildlife and fishing. This strategy links with the NT Tourism Industry Strategy 2030 by recommending provision of new rest areas and roadside stops at or near tourist attractions to encourage tourists to stop and rest while exploring the surroundings.

Drive Tourism Strategy 2021-2030

The Drive Tourism Strategy 2021-2030 identifies key product and marketing opportunities to develop the Northern Territory offering as a drive destination for the holiday market.

This strategy will ensure tourism benefits are considered in relation to the delivery of new road infrastructure. The strategy will also develop visitor experience priority road projects, especially within Parks Australia's joint managed national parks, and ensure tourism benefits are considered in relation to new road infrastructure and modernising camping and recreational vehicle (RV) grounds.

This strategy supports the objectives of the Drive Tourism Strategy and will support the provision of rest facilities on new tourism enabling road infrastructure.

National Remote and Regional Transport Strategy

A key priority for the NT Government is to support remote areas in the Northern Territory. The National Remote and Regional Transport Strategy explains Government's vision for a prosperous, sustainable and liveable regional and remote NT. The support of in-town and regional commercial rest facilities through this strategy will encourage the growth of new business opportunities in regional centres towns, communities and the remote road network.

The National Remote and Regional Transport Strategy recognises continued improvement in road network connection between remote regions in supporting growth the regions. Driver rest facilities, including in-town facilities, are an integral element in the provision of road network connections.

Territory-Wide Logistics Master Plan

The Territory-Wide Logistics Master Plan outlines the Northern Territory Government's vision for a safe, reliable and efficient freight and logistics network. The purpose of the Master Plan is to facilitate increasing freight and logistics connections and capacity. The Master Plan has identified "Regulation and Safety Improvements" as a priority area. This strategy will ensure the delivery of safety improvements and meeting regulatory framework.

Electric Vehicle Strategy and Implementation Plan 2021-2026

The Electric Vehicle (EV) Strategy and Implementation Plan has been developed to support the increased uptake of EVs in the

Northern Territory. Four priority areas for action have been identified as:

- vehicle costs and availability
- vehicle charging
- knowledge, skills and innovation
- consumer information.

The Northern Territory Government has identified actions to implement for each of these priority areas. The EV Implementation Plan will be reviewed annually to monitor progress and actions will be updated where required to respond to changing policy and technology developments.

This strategy supports the actions identified in the EV Implementation Plan in developing the charging network and will consider installing the chargers on NTG rest facilities if required.

Roadside Rest Area Policy

This strategy aligns with the NT Government Policy – *Roadside Rest Areas* by supporting its fundamental aim to reduce fatigue related accidents through strategically managed network of rest areas.

The strategy is also aligned with the policy in determining the spacing of rest areas, length of stay, provision of rest areas in the vicinity of tourist interest points and separation of rest areas from truck parking bays.

Truck Parking Bays: National Highways Policy

This strategy aligns with the NT Government Policy – *Truck Parking Bays: National Highways* by supporting its aim to provide a safe driving environment for all road users and to meet fatigue management and operational needs of heavy vehicle operators.

This strategy is also aligned with the policy in determining the spacing of truck parking bays, standards and separation of truck parking bays from rest areas and rest stops on the Territory's national highways.

Types of rest facilities

There are two categories of rest facilities on the Northern Territory road network:

- Light vehicles (including caravans) – rest areas, roadside stops and tourist features
- Heavy vehicles – truck parking bays.

Rest area

A rest area is primarily designed to cater for light vehicles only to stop and rest for a maximum of 24 hours (or otherwise signed) and provides extensive facilities. These sites should not conflict with commercial facilities or civic sites within the area.

Roadside stops

A roadside stop is designed to cater for light vehicles only to stop and rest for short periods of time and provides low to medium standard facilities to encourage rest during journeys. These sites are provided to supplement rest areas and commercial businesses (e.g. caravan parks, roadhouses) and do not conflict with commercial facilities.

Tourist features

Tourist features provide a safe place for stopping based around tourist attractions located at or near the roadside. The spacing of rest areas will take into account the proximity of tourist interest points.

Truck parking bays

A truck parking bay is designed to cater for the needs of heavy vehicle drivers only, allowing drivers to meet their rest obligations, carry out load checks and address associated operational needs. Truck parking bays and rest areas should be separated to avoid traffic conflicts and noise abatement. As a minimum, truck parking bays should include an adequate hardstand area and bins. Provision of the additional amenities will depend on location, use and traffic volumes.

Key design features for rest areas and truck parking bays

Site selection elements

The design of rest facilities need to comply with Australian engineering standards, be safe and attractive for drivers, and of low maintenance.

The following factors should be considered for selecting a site to construct a new rest facility:

- traffic environment/traffic volume and mix
- ensure sufficient sightline at access to a rest facility
- ensure sufficient setback of a rest area from a roadside
- avoid flood plains
- existing landmarks, point of interests or tourist interest areas
- proximity to a commercial facility.



Key design features for rest areas and truck parking bays

Table 3.1 provides factors considered for selecting or designing a site to construct a new rest facility.

FACILITY	REST AREA
Traffic environment	Traffic volume and mix
Site conditions	<p>Able to accommodate at least one of the largest vehicles in the heavy and light vehicle group that legally operate on the route</p> <p>Hard standing area suitable for vehicles to stand without damage or bogging</p> <p>Ensure sufficient setback from roadside hazards to not prove to be an additional hazard to drivers, especially at night (i.e. gullies, drops in embankment)</p>
Site access	<p>Safe ingress and egress</p> <p>Good shoulder formation</p> <p>Smooth transition between the edge of the through lane and the rest facility</p>
Sight distance	Ensure sufficient sightline at access to a rest facility. A minimum of 200m sight distance to each marker is required.
Placement	<p>Should be in a safe location</p> <p>Avoid flood plains</p> <p>Located away from properties access and intersections</p> <p>Not located at the base of the hill to avoid vehicle acceleration requirements, curves and crests</p> <p>Existing landmarks, point of interests or tourist interest areas</p> <p>Proximity to a commercial facility</p>

No rest facility will be decommissioned that does not meet the recommended site selection elements. However, it is recommended that steps should be taken to improve that rest facility.

Target standards for rest facilities

Table 3.2 provides standards for rest facilities amenities.

FACILITY	REST AREA	ROADSIDE STOP	TRUCK PARKING	TOURISM FEATURE
Surface equivalent to adjacent road	■	■	■	■
Rubbish bin	■	■	■	■
Table and seating	■	■	○	◇
Constructed shelter	■	■	◇	◇
Natural shade/trees (where available)	■	●	●	●
Toilet	■	○	◇	○
Water tank	●	●	○	○
Signage	■	■	■	■
Intersection lighting ¹	●	◇	●	○
Internal lighting ²	●	○	○	◇
Tourist information board	◇	◇	○	■
BBQ	■	○	○	○
Mobile connectivity hotspot	Location Based	Location Based	Location Based	Location Based
Electric vehicle charger	Location Based	Location Based	Location Based	Location Based
Dump points	Location Based	Location Based	Location Based	Location Based

■ Required

● Desirable

◇ Optional

○ Not required

All facilities provided in the above table shall be accessible for people with disabilities.

(1) Intersection lighting will be provided only on the entry and exit of the rest facility depending upon usage, proximity to community, roadhouse or interaction with pedestrians.

(2) Internal lighting will be placed on toilet blocks and BBQs to guide users to amenities.

Strategic planning of rest facilities

Provision of rest facilities on the NT Government road network should consider the following factors:

Strategic route function and road safety

It is essential to consider the strategic function of a route when ascertaining its rest facility requirements. This is to ensure that the provision of the rest facilities and the level of amenities is compatible with the strategic role of the route. For instance, key freight routes should ideally have sufficient truck parking bays to provide adequate stopping and rest opportunities for heavy vehicle drivers.

Further, traffic demand and evidence from fatigue related incidents should be considered in determining location and priority for rest facilities.

Rest facilities should be designed to ensure the safe movement of all users accessing the site. The following factors should be considered for facility safety:

- Parking areas should be located adjacent to the amenities to minimise pedestrian/vehicle interaction.
- Clear lines of sight particularly around

amenities and pedestrian access points should be achieved.

- Line marking should be refreshed on a regular basis to provide better delineation for motorists.

Spacing and location

The maximum desirable spacing interval as recommended by the National Transport Commission's (NTC) National Guidelines for the Provision of Rest Areas Facilities is 70km to 100km for heavy vehicle rest areas that cater for both heavy and light vehicles and 15km to 25km for truck parking bays. The NTC also notes, "*the spacing intervals proposed may not be practical in remote areas where traffic volumes are lower*".

The Northern Territory has some of the most remote roads within Australia, typically with very low traffic volumes, hence there is insufficient demand to justify this close spacing for truck parking bays. The recommended spacing for rest facilities in Northern Territory is:

- Rest areas/roadside stops - 80km to 100km
- Truck parking bays - 80km to 100km

Tourist interest points attract motorists to stop and look around. It is important to consider these

locations, if possible, when constructing new rest areas or roadside stops.

There is no requirement for rest areas to be provided in pairs on both sides of the road due to low traffic volume and low demand. Access is provided for all movements into and from rest facilities to provide adequate stopping opportunities for traffic of both directions. Rest areas and roadside stops are typically staggered on either side of the road.

Roadhouses play an important role in managing driver fatigue as they provide better resting amenities for motorists. It is highly desirable to construct truck parking bay at roadhouses where practicable as this will further encourage heavy vehicle drivers to stop at roadhouses and effectively manage their fatigue.

Truck parking bays may be provided on both sides of the road at major stopovers (such as roadhouses or major bridges) to eliminate the risk of slow moving heavy vehicles crossing through oncoming traffic. However, if it is not feasible to build a truck parking bay on both sides of the road at a location, a right turning movement should be provided.

Truck parking bays are typically staggered on either side of the road. Consideration may be given to locations of adjacent truck parking bays to facilitate U-turn movement in emergency situations.

Proximity to commercial facilities

Commercial facilities such as roadhouses, wayside inns and campgrounds have an important role in providing fatigue management rest opportunities for drivers. Location of new rest areas should take into consideration the proximity of existing commercial facilities.

Typically, new rest facilities should not be within 80km of existing commercial facilities (roadhouses, caravan parks, motels, town centres, etc.) in order to avoid impact on the businesses and duplication of rest amenities within a short distance. Consideration will be given to the level of amenities provided to the existing rest areas that are within 80km of commercial facilities. The combination of all rest facilities along a route should be taken into account when considering spacing intervals for planning a new or upgrading an existing rest facility.

Any new commercial facility or development will not impact the existing rest facility.

The Department will support Tourism NT's initiatives regarding developing tourism standards for Territory towns and preparing guidelines based on identified markets including recreation vehicles and freedom campers.

Action plan

Strategic Action 1

Develop Rest Facilities Route Plans for the Northern Territory national network, tourist routes and key freight routes.

Rest facilities route plans will be developed for all key freight and tourist routes in the Northern Territory. Development of these plans will include an audit of existing rest facilities and will ensure that appropriate rest facilities are strategically located along key routes. Plans will include the gap analysis, provision of new facilities and upgrade of amenities to match the design standards.

Strategic Action 2

Develop a Rest Facilities Program for the provision of rest facilities and amenities on national network, key freight routes and tourist routes.

The provision of rest facilities will be prioritised in accordance with the rest facilities route plans, taking into consideration in-town and commercial rest facilities.

The locations for new rest facilities will be prioritised in consultation with the Northern Territory Road Transport Association, Hospitality NT and other relevant stakeholders.

Strategic Action 3

Assist relevant government department(s) to implement information systems e.g. website, phone app.

Drivers should plan their trips to include rest breaks before their driving is affected by fatigue. Heavy vehicle drivers should take breaks to meet their regulatory driving obligations.

The NT Government has provided online information for rest areas and roadside stops on national highways that include location and amenities. The Department will investigate ways to provide rest facilities information in the online space and on maps for GPS navigational devices that are increasingly being used by drivers for route planning and will assist the relevant government agencies responsible for developing the online systems/tools by providing relevant information.

The NT Government Road Report website provides up-to-date information on road conditions and travel restrictions on Government controlled roads. This information will help drivers in planning their trips in advance for safe travel in the Northern Territory.

Strategic Action 4

Carry out a detailed review of signage standards.

Signage is one of the best ways to provide information about rest facilities and to promote road safety. Signs should be located on road before and within the rest facility.

On road signage should include advance notification of the next rest facility with approaching distances and available outlining amenities. Other on road signage may include the installation of safety messaging.

Surrounding area information, environment and safety messages signs may also be installed at rest facilities.

A detailed overhaul is required for rest facilities signage that includes the removal of drive route signs/logos and deteriorated visitor information and interpretation signs. These signs will be replaced with National Signage Guidelines compliant wayfinding signs. The Department will also carry out a complete review of signage standards.

Strategic Action 5

Implement practices to make rest facilities attractive for road users.

Rest facilities should be attractive and encouraging for road users to stop and rest.

Tourist interest points attract motorists to stop and look around for leisure purposes. It is important to consider tourist locations, if possible, when constructing new rest areas or roadside stops.

Rest facilities should integrate with adjacent landscape, providing opportunities for users to access surrounding landscape features. This could include access to vantage points or viewing platforms. Sufficient natural shade can also be facilitated to make rest facilities more attractive.

Where possible, new rest areas and roadside stops should be located near existing tourist attractions. Provision of truck parking bays at roadhouses will encourage drivers of heavy vehicles to stop and rest.

Strategic Action 6

Promote the availability of mobile connectivity Hotspots at rest facilities near tourist places and assist Tourism NT in developing the Telecommunication Infrastructure Priority Plan.

Mobile phone connectivity can play a major role in making rest facilities attractive and encouraging for motorists to stop. The Department will work with the relevant government agencies to increase the amount of mobile phone coverage at its rest facilities.

The Department will also assist Tourism NT in developing a Telecommunication Infrastructure Priority Plan.

Strategic Action 7

Formalise the naming conventions for rest facilities in consultation with the Place Names Committee for a range of purposes including recording in National Heavy Vehicle Driver Work Diaries and in trip planning.

It is important rest facility sites have a formally agreed to name to enable drivers to plan their journey. The truck parking bays names can be used by heavy vehicle drivers as a reference in National Driver Work Diaries when recording the location for rest.

These sites, using names and GPS references, can be added to a range of platforms used for communication within the transport industry.

Future improvement plan

The provision of new rest facilities and amenities is contingent upon road owner funding that can be accessed and applied over several years.

This strategy identifies the locations for new rest areas and truck parking bays on major key freight and tourist routes.

It is critical that rest facilities infrastructure and amenities are strategically included in the planning and development of road projects. Opportunities exist for federal and territory funding support through the Heavy Vehicle Safety and Productivity program and the Minor New Works program.

The NT Drive Tourism Strategy has also identified and proposed key opportunities for new rest areas on tourist routes that include:

- Red Centre Way (Mereenie Loop)
- roads in and around Kakadu National Park
- road access through Arnhem Land to Nhulunbuy.

ROUTE	ROUTE DEFICIENCIES	FUTURE IMPROVEMENT NEEDS
National Highways		
<p>Stuart Highway</p> <p>Primary freight and tourist link with Adelaide, South Australia and connects the NT's four major urban centres. Long distance route for majority of heavy vehicles and tourists, represents a high risk of fatigue issues.</p> <p>The Stuart Highway is also a key road train route.</p>	<p>Towns and roadhouses/wayside inns/caravan parks with superior services located across the highway.</p> <p>Capacity is acceptable for current demand.</p> <p>Minor spacing deficiencies for truck parking bays between Katherine and the South Australian border.</p>	<p>Construct truck parking bays:</p> <ul style="list-style-type: none"> • between Mataranka and CH 550km • approximately 90km south of Bonney Well • between Newcastle Waters and Renner Springs • between Elliot and Muckaty; and • between Stirling and Native Gap.
<p>Victoria Highway</p> <p>Primary freight and tourist link with Western Australia. Long distance route for majority of heavy vehicles and tourists.</p> <p>The Victoria Highway is also a key road train route.</p>	<p>No spacing deficiency.</p>	

ROUTE	ROUTE DEFICIENCIES	FUTURE IMPROVEMENT NEEDS
National Highways		
<p>Barkly Highway</p> <p>Primary freight and tourist link with Queensland. Services various cattle stations and communities along the route and various connected arterial roads.</p> <p>The Barkly Highway is also a key road train route.</p>	<p>Capacity is acceptable for current demand.</p> <p>Minor spacing deficiencies for truck parking bays.</p>	<p>Construct truck parking bays:</p> <ul style="list-style-type: none"> • between Barkly Homestead and DD Smith; and • between Rockhampton and Barry Caves.
Tourist Routes		
<p>Arnhem Land Loop Drive</p> <p>Arnhem Land Loop Drive consists of Arnhem Way, Top Track and South East Arnhem Land (SEAL) Track. It consists of Central Arnhem Road, starts 50km south of Katherine and finishes in Nhulunbuy on the Gove Peninsula.</p>	<p>Central Arnhem Road – Major spacing deficiencies for rest facilities for light vehicles.</p> <p>Top Track – Maningrida access is an unsealed road and is not currently open to recreational traffic.</p> <p>South East Arnhem Land (SEAL) Track – Numbulwar Road would appeal 4WD experience due to its current condition. East Arnhem Land Destination Management Plan will explore land access requirements and permit arrangements to support tourism in this track.</p>	<p>Construct rest areas:</p> <ul style="list-style-type: none"> • between CH 360km and 380km; and • between CH 540km and 560km. <p>Construct roadside stops:</p> <ul style="list-style-type: none"> • between CH 260km and 280km.
<p>Binns Track</p> <p>Commencing at the South Australia border and concluding in Timber Creek, the Binns Track is the Territory’s signature 4WD track.</p>	<p>Buchanan Highway – spacing deficiencies.</p> <p>Sandover Highway - minor spacing deficiency.</p>	<p>Construct roadside stop:</p> <ul style="list-style-type: none"> • Between CH 80km and 100km; and • Between CH270km and 280km.

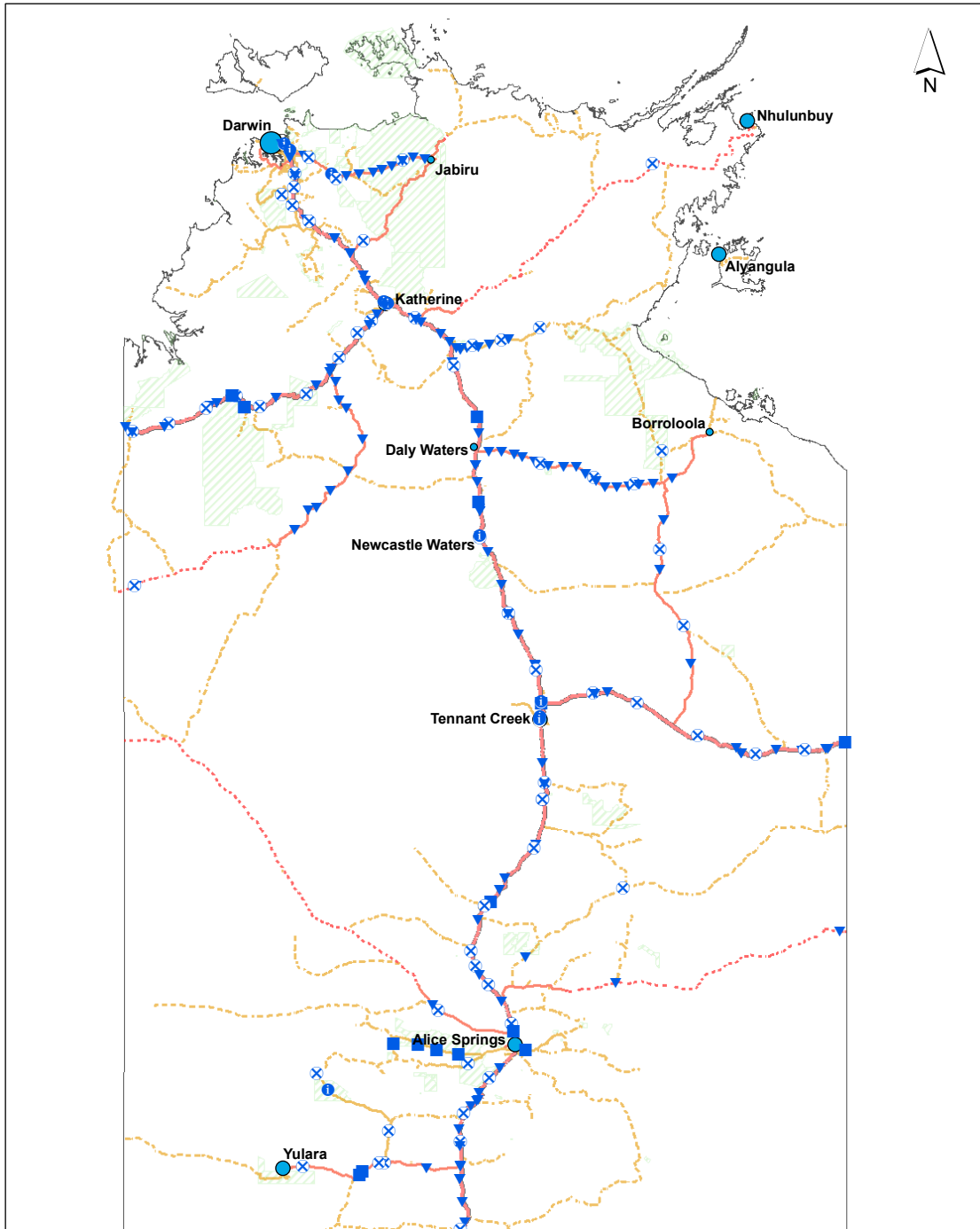
ROUTE	ROUTE DEFICIENCIES	FUTURE IMPROVEMENT NEEDS
Tourism Routes		
<p>Outback Way</p> <p>Outback Way is a four wheel driving route. This route services Uluru and Kata Tjuta.</p>	<p>Plenty Highway – spacing deficiencies.</p> <p>Tjukururu Road – minor spacing deficiency.</p>	<p>Construct roadside stop:</p> <ul style="list-style-type: none"> Between Atitjere and Jervois; and Between CH 360km and 380km. <p>Construct roadside stop between start of road and Lasseter’s Cave.</p>
<p>Red Centre Way</p> <p>From Alice Springs to Uluru, this 1,135km loop travels through Central Australia via Uluru, Kings Canyon and West McDonnell Ranges. Mereenie Loop, that is a part of Red Centre Way, has been listed as a priority upgrade project in the Territory Economic Reconstruction Commission report, Tourism 2030 and both Lasseter region and Alice Springs and MacDonnell Ranges Destination Management Plans.</p>	<p>Larapinta Drive – minor spacing deficiency.</p> <p>Lasseter Highway - no spacing deficiency.</p> <p>Luritja Road - no spacing deficiency.</p>	<p>Construct rest area near Camels Hump Camp.</p>
<p>Savannah Way</p> <p>Savannah Way is a 3,700km route from Cairns to Broome through the Northern Territory.</p>	<p>Carpentaria Highway – minor spacing deficiency.</p> <p>Roper Highway – no toilets in any rest areas.</p> <p>Nathan River Road – spacing deficiency for light vehicle rest facilities.</p>	<p>Construct roadside stop between Heartbreak Hotel and end of road.</p> <p>Install toilets at Fizzer rest area.</p> <p>Construct rest area.</p> <p>Construct roadside stops.</p>
<p>Top End Loop Drive</p> <p>A 375km loop that provides access to Kakadu National Park.</p>	<p>Arnhem Highway – no spacing deficiency.</p> <p>Kakadu Highway - minor spacing deficiency for rest area.</p> <p>Jim Jim Road - no spacing deficiency.</p>	<p>Construct rest area between Harriet Creek and end of road (CH 207km).</p>
Key Freight Routes		
<p>Buntine Highway</p> <p>Major cattle freight link with Darwin and Katherine.</p> <p>The Buntine Highway is also a key road train route.</p>	<p>Minor spacing deficiency. Capacity is acceptable for current demand except between CH 400km and 460km.</p>	<p>Construct a truck parking bay between CH 420km and 440km.</p>

ROUTE	ROUTE DEFICIENCIES	FUTURE IMPROVEMENT NEEDS
Key Freight Routes		
<p>Tablelands Highway</p> <p>Connecting link for many pastoral properties with Carpentaria and Barkly Highways. The Tablelands Highway is also a key cattle freight route.</p>	<p>Capacity is acceptable for current demand.</p>	<p>Upgrade pavement from unsealed to sealed at Walhollow Station.</p>
<p>Plenty Highway</p> <p>Freight and tourist link with Queensland. Services various cattle stations and communities along the route.</p>	<p>Capacity is acceptable for current demand but require improvements to comply with national guidelines and this document.</p>	<p>Construct new truck parking bays between:</p> <ul style="list-style-type: none"> • CH 80km to 100km • CH 260km to 270 km • CH 330km to 350km • CH 410km to 420km
<p>Tanami Road</p> <p>Connects Alice Springs with Western Australia and is a key freight route for mining and the Yuendumu community and a key road train route.</p>	<p>Spacing deficiency. Capacity is acceptable for current demand but improvement is required for compliance with the national guidelines and this document.</p>	<p>Construct truck parking bays:</p> <ul style="list-style-type: none"> • Between CH 50km to 70km • Between CH 190km to 220km



Appendix 1

NT roadside amenities map



14,796,416
 Coordinate System: GCS GDA 1994
 Datum: GDA 1994
 Units: Degree
 Map compiled: 5 January 2016

- Roadside Amenities**
- i Information Bay
 - x Rest Area
 - Tourist Feature / Photo Opportunity
 - ▲ Truck Parking Bay

- Legend**
- City
 - Town
 - Village
 - ▨ Parks

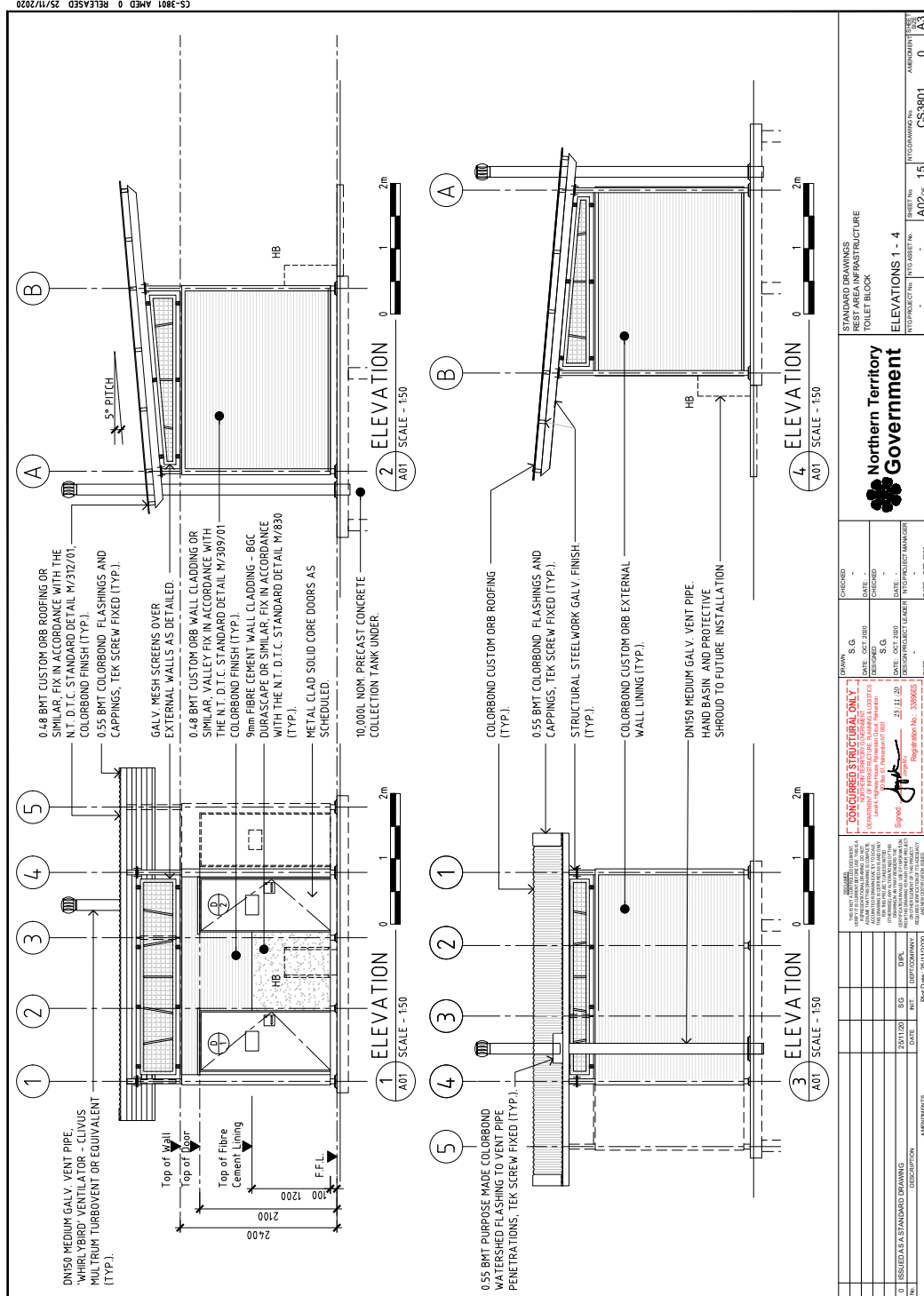
- Road Centrelines Unchained**
- National Highway - Sealed
 - State Arterial Roads - sealed
 - Primary Arterial - sealed
 - State Arterial Roads - Unsealed
 - Secondary Roads - Sealed
 - - - Secondary Roads - Unsealed

DATA SOURCE:
 Major Towns, Road Centrelines data obtained from Information Services Section, Department of Lands Planning and the Environment.
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 The Northern Territory of Australia does not warrant that the product or any part of it is correct or complete and will not be liable for any loss, damage or injury suffered by any person as a result of its inaccuracy or incompleteness.



Appendix 3 Standard drawings

Toilet Block Facilities



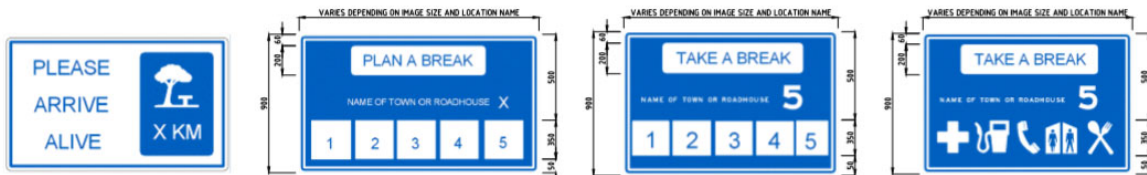
<https://dipl.nt.gov.au/industry/technical-standards-guidelines-and-specifications/standard-drawings>

Truck Parking Bay Standard Sign Details



SIGN SETTING OUT

Highway Service Signs Incorporating Rest Areas



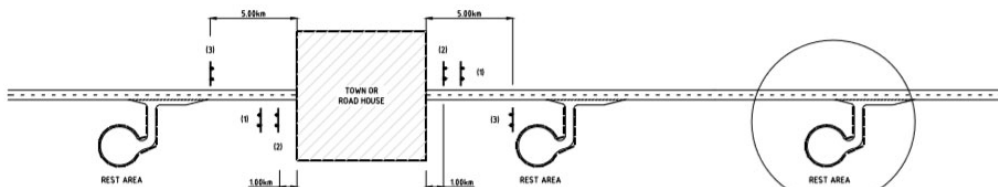
(i) WILL GO TO (ii) LOCATION IF NEXT ALONG THE ROUTE
 (ii) WILL GO TO (iii) LOCATION IF NEXT ALONG THE ROUTE

(ii) USED WHEN LEAVING A TOWN OR ROADHOUSE

(iii) USED WHEN ARRIVING AT A TOWN OR ROADHOUSE

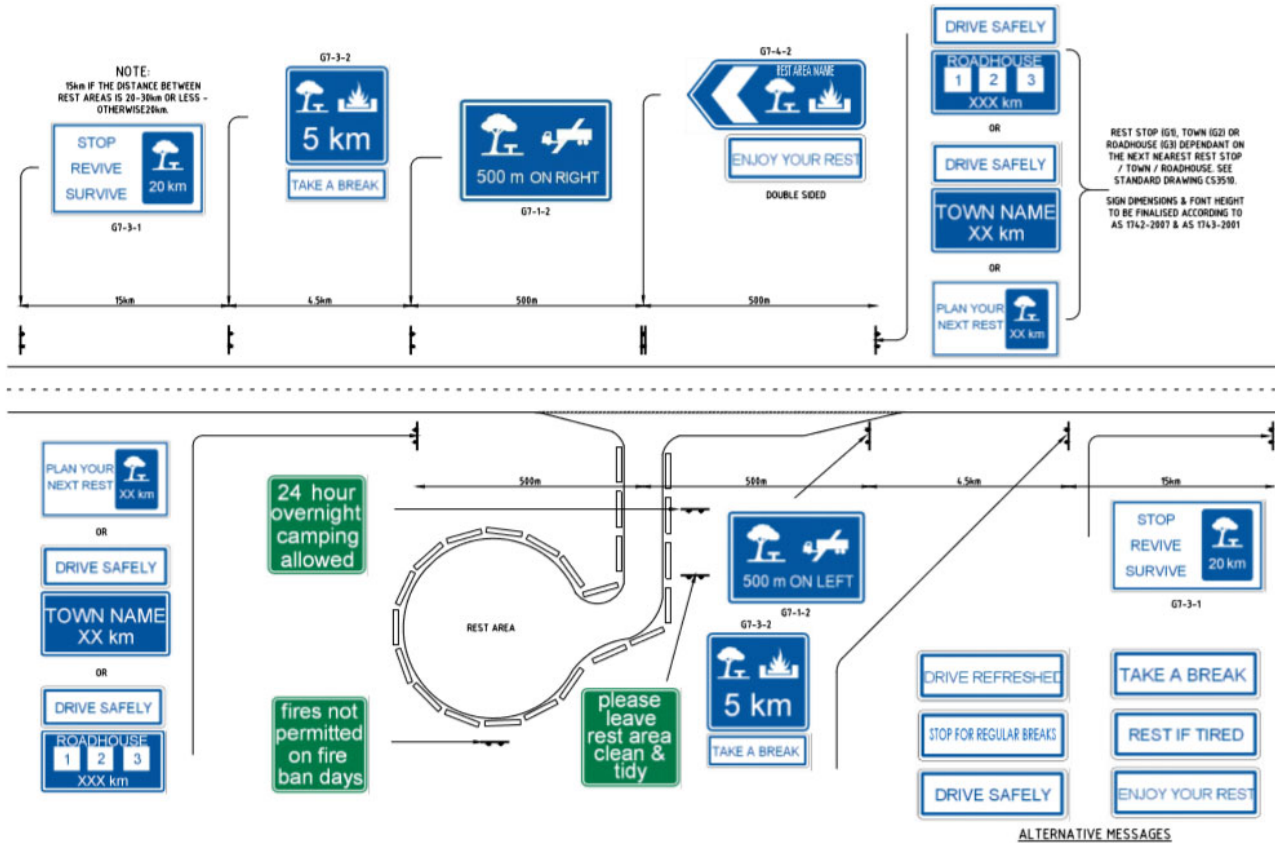
EXAMPLE

- IF FACILITIES ARE PRESENT, THE HIERARCHY IS:
1. POLICE S24
 2. HOSPITAL S1
 3. FUEL S3
 4. PHONE S2
 5. TOILETS S16
 6. ACCOMMODATION S6
 7. REFRESHMENTS S7
 8. CARAVAN PARK S9

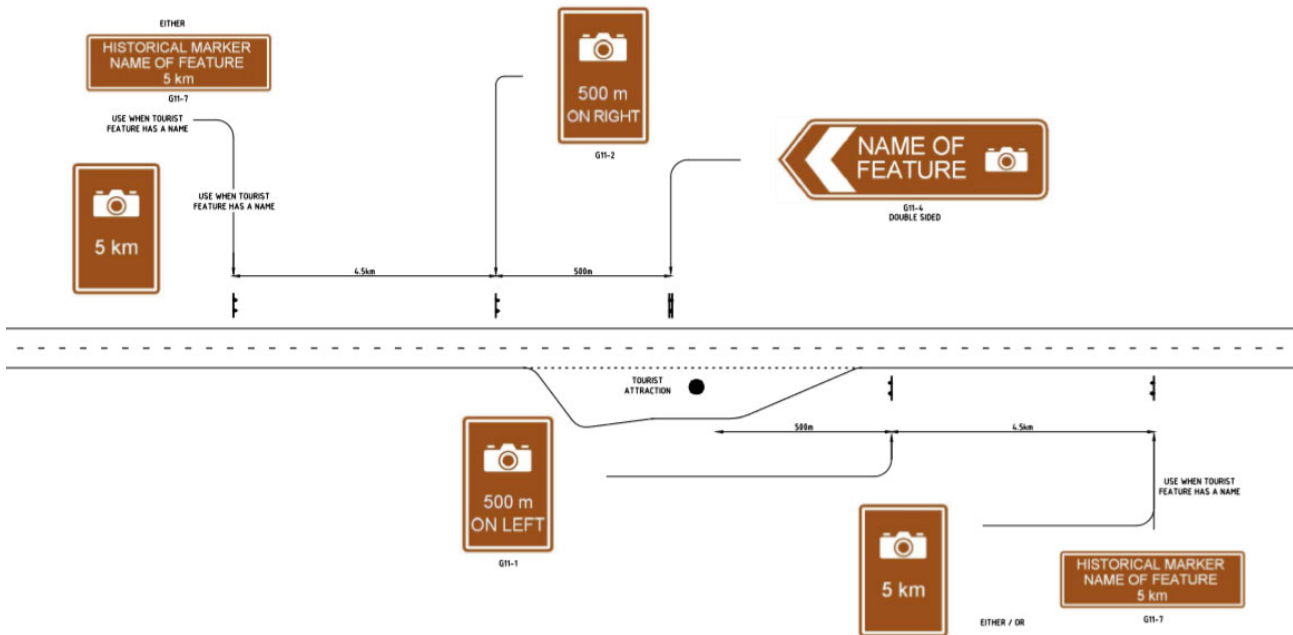


FOR SIGNAGE DETAILS REFER TO STANDARD DRAWINGS CS3511, CS3512, CS3513 AND CS3514

Road Side Stopping Places Advance Warning Signs



Tourist Feature Advanced Warning Signage



Appendix 4

Rest amenities

Rubbish bins

Rubbish bins are essential and should be clearly visible, easy to access and serviced regularly. Installing bins in rural and remote areas may create problems for native wildlife, encouraging them to forage through bins for food. In these circumstances, bins are usually enclosed with water proof lids and grills.



Dump sites

The provision of dump sites on a rest facility should take into consideration the demand of recreation vehicles, estimated usage level of the rest area and the dump site's ongoing maintenance requirements. The selection of dump sites should aim to minimise the whole of life cost.

Table and seating with constructed shelter

The standard picnic table and seating is the minimum standard requirement for rest areas.

Mostly, in the Northern Territory, concrete tables with attached concrete seats on both sides of the table are used as a single structure attached to the concrete ground. Table and seating is always provided under a constructed shelter to provide shade and protection from rain.

The materials used may vary depending on local conditions, maintenance and budget considerations.



Shade

In Northern Territory's tropical environment, shade is considered necessary for drivers who stay at rest facilities for longer periods to revive from dehydration and reduce fatigue. Fixed shade structures and natural shade are minimum requirements for rest areas.

While natural shade is provided by trees, constructed shelters may comprise of concrete, galvanised steel or colorbond. The extent of shelter is dependent on use of a rest facility.



Toilet

Toilets are considered a minimum requirement for rest areas.

Currently there are two types of toilet systems commonly used in Northern Territory; septic and composting (long-drop). The choice and design of toilet should take into consideration the estimated usage level of the rest area and its ongoing maintenance requirements. The selection of toilets should aim to minimise cost for the whole of life cycle.

Collection well system toilets will be installed in future for new toilets and replacement.

All toilets should be accessible by people with disabilities.



Water supply

The provision of water should take into consideration the estimated usage level of the rest facility and its ongoing maintenance requirements. Water should be provided where practicable for hand washing, cooking etc. with appropriate signage warning motorists that the water is not suitable for drinking.



Signage

All rest facilities shall have appropriate advance and at-location signage for motorists. The signs for rest areas and truck parking bays should be clearly differentiated.

The below parameters should be signposted as standards:

- location of the rest facility with an advance warning sign
- location of the next rest facility and/or the next commercial facility
- prescriptions for rest facility use; and
- road safety messages (e.g. fatigue management, keeping aware of animals on the road, reminder on correct side of road to be driven etc.).

It is the Department's responsibility to ensure that signs are maintained at all times and that the repairs and replacement of these signs are carried out as per the service levels defined in Department's *Standard Specification for Roadworks*.



Visitor information boards

Visitor information boards provide local information to tourists visiting the area. They should be provided in consultation with Tourism NT, Heritage branch and local authorities. The information may include:

- locality map
- road safety messages
- information on major tourist attractions and tourist services in the surrounding local region
- Aboriginal heritage and tourism of the local region and acknowledgement of Aboriginal culture
- awareness of the remoteness and preparedness of travellers visiting the region
- Aboriginal artwork.



Lighting

Intersection lighting will be installed only on the entry and exit point of the rest facility. The provision of this lighting will depend on user volume, user mix and location.

Internal lighting enhances the safety of a rest area, especially if in remote and isolated locations. Internal lighting will be provided to access rest area amenities after dark. The option of solar lighting should be investigated.

Digital information

Digital technology and marketing will entice visitors from identified markets and enhance the drive experience both before and during the trip. Digital technology can be used to provide local information to tourists visiting the area.

The Department will increase the availability of digital information (e.g. QR codes) at rest areas. Tourism NT is undertaking works to update imagery, and this will be continued across all online and print media. Improved digital infrastructure could:

- activate key visitor sites along tourism routes
- improve visitor safety
- improve monitoring and reporting of visitor movements
- reduce current issues faced with maintaining visitor signage
- increase awareness of the remoteness and preparedness of travellers visiting the region.

The Department will support investments made to improve digital advancements along all priority tourism routes.

Telecommunication

Access to adequate telecommunications is one of the biggest challenges motorists experience during their visit to the Northern Territory, especially in remote areas. This impacts the visitors' safety and experience. The mobile phone coverage and internet access at major rest areas, truck parking bays and tourist attraction points can play a major role in making these facilities attractive for motorists to stop and thus reduce their fatigue.

Mobile phone hotspots have been installed at selected rest facilities by other Government agencies and the Department will continue to encourage and support installation of hotspots at selected rest facilities.



BBQ and firewood

BBQs are only installed at rest areas. Firewood is restocked on a weekly or fortnightly basis depending on the season, demand and usage of the rest areas.

Due to safety and fire concerns, the Department will investigate replacing the open fire BBQs to liquefied petroleum gas (LPG) or electric BBQs.







**NORTHERN
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