

Locations of Heavy Vehicle Parking in Urban Areas



Yarriambiack
SHIRE COUNCIL

Abstract

This document is a proposal for the Council to introduce preferred locations of heavy vehicle parking in urban areas, providing opportunity for sleep and rest breaks.



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2. Introduction

This document was prepared to show the long term urban heavy vehicle parking locations around the Yarriambiack Shire. To find the appropriate locations for sleep and rest breaks for truck drivers. A number of consultations with outdoor Shire staff, truck drivers, transport contractors and general public have been completed for all the following towns: Woomelang, Lascelles, Hopetoun, Warracknabeal, Minyip, Murtoa and Rupanyup.

3. Background

Trucks and heavy vehicles are permitted to travel on local rural roads, up to B-Double combinations.

In recognition of the growing freight demand as well as for managing and improving local streets, there is a significant problem within the municipality and poses several issues including the impact on neighborhoods, safety risks, obstruction or impeding vision, potential damage to infrastructure and noise creation for residential properties.

4. Purpose of the document

The purpose of this document is to assist the Council in planning, design and prioritization of heavy vehicle rest stops to accommodate the need for overnight sleeping and rest opportunities.

5. Limitation of the document.

- The document only guides vehicles longer than 9m and greater than 10.5 Tonnes.
- The findings of heavy vehicles are only in Woomelang, Lascelles, Hopetoun, Warracknabeal, Minyip, Murtoa, and Rupanyup towns. The study excludes small towns: Tempy, Speed, Patchewollock, Turriff, Brim, Yaapect, and Sheep Hills.



Figure 1 An example of a heavy truck greater than 9m

6. Key Assumption Features

The following assumptions were made for finding suitable truck parking locations in urban areas:

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- Pull-through capability of road (i.e. no reversing movements)
- Road alignment - maximum sight distance, straight alignment
- Road parking capacity
- Quiet locations – away from residents
- Close to the amenities/facilities if possible
- Separation of road lane

7. Findings and Preferred Locations in Towns

7.1 Woomelang

During the research of this town, no specific locations are found for the long-term parking for heavy vehicles. Only one can observe a short-term stop location for the pick-up of food and use of amenities. To do so, the preferred location in Woomelang is Brook Street and Gloucester Avenue.

7.2 Lascelles

Preferred Location: West side of Watchunga Street north of Sea Lake Lascelles Road.

Truck drivers usually park in this location for the purpose of using the facility and accommodation.

Upgrade requirements

1. Installed truck parking signs for showing the designated area to park heavy vehicles.
2. It requires a surfacing treatment (approx. 50m) including widening.

7.3 Hopetoun

Preferred Location 1: Vacant space west side of Cumming Street, corner of Strachan Street

The location allows truck parking on the western side of town and access to public toilet facilities.

Upgrade requirements

1. Surface treatment including laying and compaction of gravel material, providing adequate space.
2. To keep the street organized, truck parking signs are needed.

Preferred Location 2: North end of Hopetoun, Henty Hwy

The location is at the north end of Hopetoun town, within walking distance of Caravan Park for using facilities (toilets and water supply).

Cost Estimation

A total of \$6,000 is estimated to construct a gravel shoulder at Cumming Street.

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7.4 Beulah

Preferred location: Parking bay along east side Henty Hwy, south of Beulah Rainbow Road

7.5 Warracknabeal

Preferred location: Warracknabeal Sale Yards Site, East side of Stawell Warracknabeal Road opposite Warracknabeal Sale yards.

The location served for a long time as heavy vehicle parking and no further upgrading is required at this stage.

The additional location is Werrigar Roadhouse, which has a well-managed place for parking and resting of trucks and drivers. This site has been approved by the owner of the establishment.

7.6 Minyip

Preferred Location: Mill Street between Stawell Warracknabeal Road and Market Street

Upgrade requirements

1. A widening section is required along the Mills Street for the parking or storage of a heavy vehicle
2. Truck parking signs required.

Cost Estimation

A total \$6,000 is estimated to construct a gravel shoulder at Mill Street.

7.7 Rupanyup

Preferred Location 1: McIntyres Road, West side of Stawell Warracknabeal Road, South side of Rupanyup Depot

Planning requirements

1. A site requires clearing dumped materials, gravel spreading and compacted over the parking area.
2. Truck parking signage.

Preferred Location 2: Cromie Street, between Dyer Street and Walter Street, west side.

Upgrade requirements

1. Truck parking signage.

Cost Estimation

The estimated cost for shoulder construction and widening is \$7,000.

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7.8 Murtoa

Preferred Location: Murtoa Glenorchy Road (Corner of Racecourse Road and Murtoa Glenorchy Road)

The plan is to use the road reserve land for making space for truck parking.

Advantages of this location:

- More traffic flow without interrupting the Murtoa Glenorchy Road.
- Less disruption to adjoining neighbours and free from noise, dust, fumes, vibration, odour, or potentially hazardous loads.

Upgrade requirements

1. Trees need trimming.
2. For access of vehicles, culverts require to be installed for roadside table drain.

Cost Estimation

An estimated \$20,000 is required for the construction of gravel surface, tree trimming and establishment of culverts on both entry and exit points.

8. Additional Recommendations

A detailed investigation is necessary in terms of cost associated with construction of short-term parking bays.

9. References

- Yarriambiack Shire Council – General Local Law No.5
- Austroads – Guidelines for the Provision of Heavy Vehicle Rest Area Facilities

10. Appendix

Maps for heavy vehicles parking showing locations in each town.

Council Approved

Adopted:	Ordinary Meeting	Item 15.12
	28 August 2024	Minute Book Page 62
Reviewed:		



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