

# Fatigue crash risk - rural



Fact sheet #12 of 13



## Safety standard

On rural roads, stopping places shall be provided every 30 kilometres and rest areas shall be provided every 80 kilometres.

## Safety countermeasure

Driving when tired is a known contributor to road crashes. On Queensland roads, an average of 31 people are killed and 462 are seriously injured every year as a result of crashes where fatigue has played a part. Roadside amenities are a place where road users can safely stop and rest during their journey. Roadside amenity\* categories are detailed here:

### Formal rest area network:

Places where road users can stop and rest for a longer period of time and access facilities such as toilets, water supply, a playground and shelter area. However, their availability will depend on the location, traffic volumes and other factors. Stopping places are usually places of general interest for road users to encourage drivers to stop and have a short break, such as lookout locations.

### Informal rest opportunities:

Places along the roadside that are used for short rest breaks by all road users or by authorised persons, such as Transport Inspectors who check vehicle compliance. Heavy vehicle drivers use these areas to take a short break or to check their vehicle load. These places have nil to minimal facilities, such as a rubbish facilities and shelter shade.

## Safety recommendation

On rural roads, a formal rest area should be provided at 80km intervals, along with a stopping opportunity (formal or informal) at 30km intervals (Figure 1).

If towns or commercial facilities are present along a road corridor, they can be incorporated as stopping opportunities.

### Commercial rest opportunities:

Places such as caravan parks and petrol service stations that can accommodate general and commercial vehicles. They provide a range of facilities for all road users.

### Towns:

Provide rest opportunities for road users and are considered when planning and designing for roadside amenities.

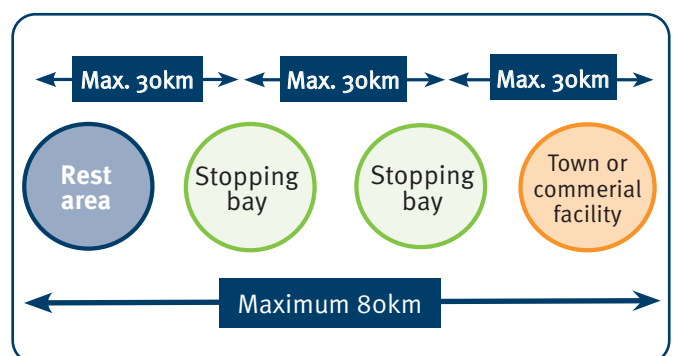


Figure 1: Example spacings for stopping opportunities with a town or commercial facility

\* For guidance, refer to *Road Planning and Design Manual (RPDM) 2nd edition Volume 3 Part 6B section 3.4.*

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