Queensland

Transport Planning and Coordination Act 1994

Transport Planning and Coordination Regulation 2005

Reprinted as in force on 19 September 2005

Reprint No. 1

This reprint is prepared by
the Office of the Queensland Parliamentary Counsel

Information about this reprint

This regulation is reprinted as at 19 September 2005.

Minor editorial changes allowed under the provisions of the Reprints Act 1992 have also been made to omit provisions that are no longer required (s 40).

This page is specific to this reprint. A table of reprints is included in the endnotes.

Also see endnotes for information about when provisions commenced.

Dates shown on reprints

Reprints dated at last amendment All reprints produced on or after 1 July 2002, hard copy and electronic, are dated as at the last date of amendment. Previously reprints were dated as at the date of publication. If a hard copy reprint is dated earlier than an electronic version published before 1 July 2002, it means the legislation was not further amended and the reprint date is the commencement of the last amendment.

If the date of a hard copy reprint is the same as the date shown for an electronic version previously published, it merely means that the electronic version was published before the hard copy version. Also, any revised edition of the previously published electronic version will have the same date as that version.

Replacement reprint date If the date of a hard copy reprint is the same as the date shown on another hard copy reprint it means that one is the replacement of the other..

Queensland

Transport Planning and Coordination Regulation 2005

Contents

Transport Planning and Coordination Regulation 2005

[reprinted as in force on 19 September 2005]

1 Short title

This regulation may be cited as the *Transport Planning and Coordination Regulation 2005*.

2 Commencement

This regulation commences on 19 September 2005.

3 Code for IDAS

(1) The code in schedule 1 is the code for IDAS for section 8C of the Act, in relation to road works on a local government road that forms part of a route used for a public passenger service.

(2) The code applies for assessable development mentioned in the *Integrated Planning Act 1997*, schedule 8, part 2, table 4, item 5.

Schedule 1 Code for IDAS

section 3

Part 1 Preliminary

1 Purpose of code

The purpose of this code is to ensure, as far as practicable, that road works on identified local government roads do not have a significant adverse impact on efficient, safe and comfortable public passenger transport.

2 Definition

In this code—

identified local government road means a road forming part of a route used for a public passenger service identified under section 8C(2) of the Act as a route to which a code for IDAS applies.

Road Planning and Design Manual means the manual for road planning and design published by the department for the time being administering road aspects of the *Transport Infrastructure Act 1994*.[1]

3 How to comply with this code

This code is complied with if the development standards mentioned in part 2 are complied with.

1 The manual may be accessed at the website of the Department of Main Roads <www.mainroads.qld.gov.au>.

Schedule 1 (continued)

Part 2 Development standards

4 Lane width if traffic can pass stopped bus

The combined lane width of a road with a speed limit of 60km/h that is designed so traffic can pass a bus stopped to load or unload passengers must be at least 7m.

5 Lane width if buses operate in kerbside lane

(1) This section applies in relation to a straight road with one-way traffic that is designed to allow buses to operate in a kerbside lane.

(2) If the road has a speed limit of 50km/h and buses and bicycles do not share the kerbside lane, the kerbside lane width must be at least 3m.

(3) If the road has a speed limit of 60km/h and buses and bicycles do not share the kerbside lane, the kerbside lane width must be at least 3.5m.

(4) If the road has a speed limit of 60km/h and buses and bicycles share the kerbside lane, the kerbside lane width must be at least 4.2m.

(5) If the road has a speed limit of more than 60km/h but not more than 80km/h and buses and bicycles share the kerbside lane, the kerbside lane width must be at least 4.5m.

6 Lane width—straight, undivided two-way road

(1) This section applies to straight, undivided roads designed for two-way traffic and a speed limit of not more than 60km/hr.

(2) If it is intended that buses will operate adjacent to traffic lanes operating at least sometimes in the opposite direction, the lane width must be at least 3m.

Schedule 1 (continued)

7 Lane width—curved roads

(1) This section does not apply to curved roads at intersection turns.

(2) The lane widths for curved roads must be the relevant lane widths mentioned in sections 4 to 6, increased as required by the Road Planning and Design Manual, chapter 11.[2]

8 Road profiles

The crossfall and superelevation of a road profile must be as required by the Road Planning and Design Manual, chapters 7 and 11.[3]

9 Road turns and curves—basic curves

Basic curves must be provided as required by the turning path provisions in the Road Planning and Design Manual, chapter 5.[4]

10 Intersection curves other than for roundabouts

Leading and trailing inside road curve transitions must be provided as required by the Road Planning and Design Manual, chapter 13.[5]

11 Indented bus bays

(1) This section applies if—

2 Road Planning and Design Manual, chapter 11 (Horizontal alignment)

3 Road Planning and Design Manual, chapters 7 (Cross section) and 11 (Horizontal alignment)

4 Road Planning and Design Manual, chapter 5 (Traffic parameters and human factors)

5 Road Planning and Design Manual, chapter 13 (Intersections at grade)

Schedule 1 (continued)

(a) an indented bus bay is provided in traffic lanes on sub-arterial or higher order roads with no, or minimal, crossfall; and

(b) buses decelerate in the general traffic lane and enter the bus bay at the standard minimum service speed of 15km/hr.

Note—

For a diagram of an indented bus bay, see schedule 2.

(2) The entry and exit tapers of an indented bus bay must have—

(a) a length of 17m; and

(b) an inside curve radius of 14m; and

(c) an outside curve radius of 21m.

(3) The straight basic box of an indented bus bay must be 4.2m wide.

(4) If buses use the bus bay in nose-to-tail operation, the straight basic box must have a length of—

(a) 12m for each rigid bus that may enter the bus bay at any one time; and

(b) 18m for each articulated bus that may enter the bus bay at any one time.

(5) If rigid buses use the bus bay in independent pull-in/pull-out operation, the straight basic box must have a length of 12m for the first bus and 29m for each additional bus that may enter the bus bay at any one time.

(6) If articulated buses use the bus bay in independent pull-in/pull-out operation, the straight basic box must have a length of 18m for the first bus and 35m for each additional bus that may enter the bus bay at any one time.

12 Roundabouts

(1) A roundabout must be so designed as to ensure all traffic islands are clear of the vehicle swept path of the design bus plus 0.6m clearance each side.

Schedule 1 (continued)

(2) Minimum radii for ensuring compliance with subsection (1) must comply with the Road Planning and Design Manual, chapter 5.[6]

(3) On roads other than collector or local access streets, a roundabout must not incorporate a mountable apron on the centre island.

(4) If a bus route requires a bus driver to make a right turn at a roundabout, the roundabout design must be as required by the Road Planning and Design Manual, chapter 14.[7]

13 Road humps

A road hump must not be more than 75mm high.

14 Flat top humps

Flat top humps—

(a) must not be more than 75mm high or have a gradient of more than 1:17; and

(b) must be at least 7m in length.

15 Mid-block islands

If mid-block islands are used, the lane width must be at least 3m.

Note—

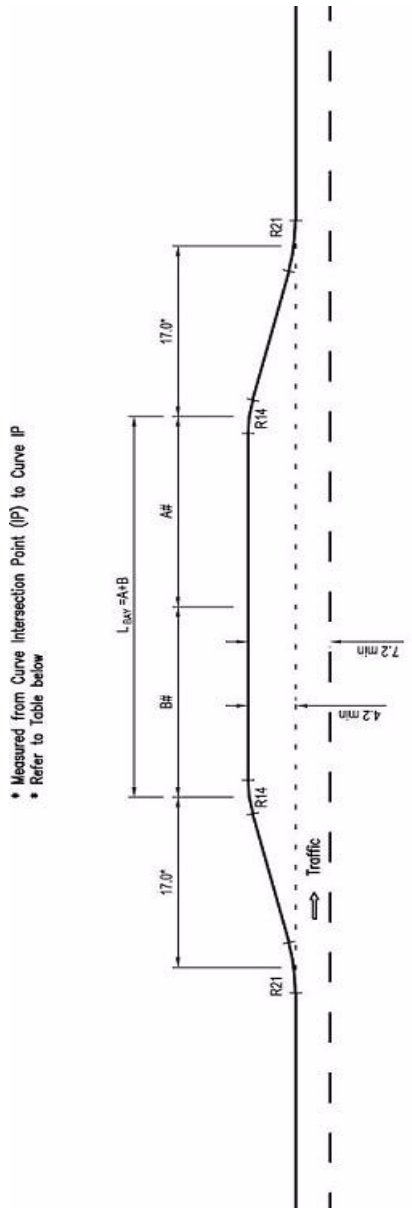
A mid-block island is a traffic island that is not at an intersection.

6 Road Planning and Design Manual, chapter 5 (Traffic parameters and human factors)

7 Road Planning and Design Manual, chapter 14 (Roundabouts)

Schedule 2 Indented bus bay layout

section 11(1)



Bus Type	Type of Operation	Dimensions		
		A	B[1]	L_{BAY}[2] MINIMUM
Rigid only	Nose to Nose	12.5	12.5 x (no. buses −1)	25.0
	Independent		30.0 x (no. buses −1)	42.5
Articulated only or Rigid & Articulated (i.e. mixed)	Nose to Nose	19.0	19.0 x (no. buses −1)	38.0
	Independent		37.0 x (no. buses −1)	56.0

Notes to table:

1. No of buses using facility at any one time in the highest peak hour to be estimated and used to calculate S.
2. L Bay shall at least cater for two buses.

Endnotes

1 Index to endnotes

2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). However, no amendments have commenced operation on or before that day. Future amendments of the Transport Planning and Coordination Regulation 2005 may be made in accordance with this reprint under the Reprints Act 1992, section 49.

3 Key

Key to abbreviations in list of legislation and annotations

Key		Explanation	Key		Explanation
AIA	=	Acts Interpretation Act 1954	(prev)	=	previously
amd	=	amended	proc	=	proclamation
amdt	=	amendment	prov	=	provision
ch	=	chapter	pt	=	part
def	=	definition	pubd	=	published
div	=	division	R[X]	=	Reprint No.[X]
exp	=	expires/expired	RA	=	Reprints Act 1992
gaz	=	gazette	reloc	=	relocated
hdg	=	heading	renum	=	renumbered
ins	=	inserted	rep	=	repealed
lap	=	lapsed	(retro)	=	retrospectively
notfd	=	notified	rv	=	revised edition
o in c	=	order in council	s	=	section
om	=	omitted	sch	=	schedule
orig	=	original	sdiv	=	subdivision
p	=	page	SIA	=	Statutory Instruments Act 1992
para	=	paragraph	SIR	=	Statutory Instruments Regulation 2002
prec	=	preceding	SL	=	subordinate legislation
pres	=	present	sub	=	substituted
prev	=	previous	unnum	=	unnumbered

4 Table of reprints

Reprints are issued for both future and past effective dates. For the most up-to-date table of reprints, see the reprint with the latest effective date.

If a reprint number includes a letter of the alphabet, the reprint was released in unauthorised, electronic form only.

Reprint No.	Amendments included	Effective	Notes
1	none	19 September 2005	

5 List of legislation

Transport Planning and Coordination Regulation 2005 SL No. 178
made by the Governor in Council on 11 August 2005
notfd gaz 12 August 2005 pp 1297–1303
ss 1–2 commenced on date of notification
remaining provisions commenced 19 September 2005 (see s 2)
exp 1 September 2015 (see SIA s 54)
Note—The expiry date may have changed since this reprint was published. See the latest reprint of the SIR for any change.

6 List of annotations

Amendment of Integrated Planning Regulation 1998
s 4 om R1 (see RA s 40)

SCHEDULE 3—AMENDMENT OF INTEGRATED PLANNING REGULATION 1998
om R1 (see RA s 40)