



Transport Planning and Coordination Act 1994

Transport Planning and Coordination Regulation 2005

Reprinted as in force on 13 November 2009

Reprint No. 1D

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Information about this reprint

This regulation is reprinted as at 13 November 2009. The reprint shows the law as amended by all amendments that commenced on or before that day (Reprints Act 1992 s 5(c)).

The reprint includes a reference to the law by which each amendment was made—see list of legislation and list of annotations in endnotes. Also see list of legislation for any uncommenced amendments.

This page is specific to this reprint. See previous reprints for information about earlier changes made under the Reprints Act 1992. A table of reprints is included in the endnotes.

Also see endnotes for information about—

- **when provisions commenced**
- **editorial changes made in earlier reprints.**

Spelling

The spelling of certain words or phrases may be inconsistent in this reprint or with other reprints because of changes made in various editions of the Macquarie Dictionary (for example, in the dictionary, ‘lodgement’ has replaced ‘lodgment’). Variations of spelling will be updated in the next authorised reprint.

Dates shown on reprints

Reprints dated at last amendment All reprints produced on or after 1 July 2002, authorised (that is, hard copy) and unauthorised (that is, electronic), are dated as at the last date of amendment. Previously reprints were dated as at the date of publication. If an authorised reprint is dated earlier than an unauthorised 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 an authorised reprint is the same as the date shown for an unauthorised version previously published, it merely means that the unauthorised version was published before the authorised version. Also, any revised edition of the previously published unauthorised version will have the same date as that version.

Replacement reprint date If the date of an authorised reprint is the same as the date shown on another authorised reprint it means that one is the replacement of the other.



Queensland

Transport Planning and Coordination Regulation 2005

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Transport Planning and Coordination Regulation 2005

[as amended by all amendments that commenced on or before 13 November 2009]

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.

4 Prescribed transit nodes—Act, s 28AA

- (1) The following areas that are proposed to be used as busway stations are declared to be prescribed transit nodes—
 - (a) the area, called the Stones Corner transit node, that is delineated in blue on PTN plan 1;
 - (b) the area, called the Langlands Park transit node, that is delineated in blue on PTN plan 2;
 - (c) the area, called the Coorparoo Junction transit node, that is delineated in blue on PTN plan 3;
 - (d) the area, called the Bennetts Road transit node, that is delineated in blue on PTN plan 4.

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- (1A) The area used as Ferny Grove Railway Station that is delineated in blue on PTN plan 5 is declared to be a prescribed transit node called the Ferny Grove transit node.
- (2) A copy of a plan mentioned in subsection (1) or (1A) may be inspected, free of charge, during office hours on business days at the department's head office or on the department's website.
- (3) In this section—

PTN plan 1 means plan PTN-001 Stones Corner marked VO2 and dated 29 September 2008 held in the office of the department.

PTN plan 2 means plan PTN-002 Langlands Park marked VO1 and dated 12 June 2008 held in the office of the department.

PTN plan 3 means plan PTN-003 Coorparoo Junction marked VO1 and dated 12 June 2008 held in the office of the department.

PTN plan 4 means plan PTN-004 Bennetts Road marked VO1 and dated 12 June 2008 held in the office of the department.

PTN plan 5 means plan PTN-005 Ferny Grove Railway Station marked VO1 and dated 15 September 2009 held in the office of the department.

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/h.
- (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.

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.

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.

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.

11 Indented bus bays

- (1) This section applies if—
 - (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/h.

Note—

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

Schedule 1 (continued)

- (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.
- (2) Minimum radii for ensuring compliance with subsection (1) must comply with the Road Planning and Design Manual, chapter 5.
- (3) On roads other than collector or local access streets, a roundabout must not incorporate a mountable apron on the centre island.

Schedule 1 (continued)

- (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.

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.

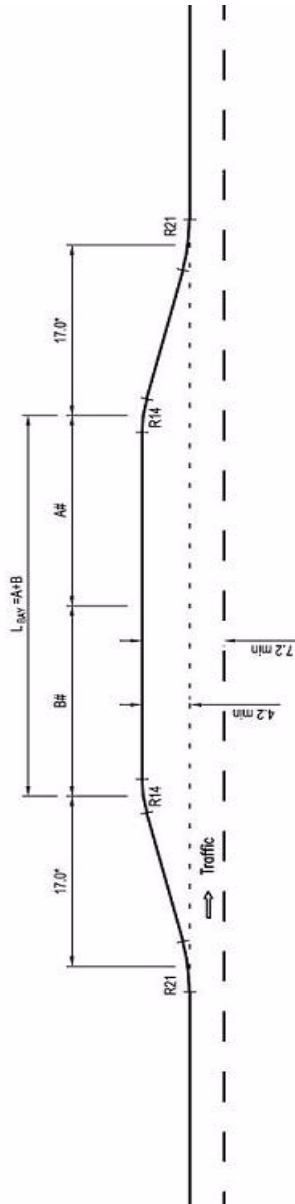
Note—

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

Schedule 2 Indented bus bay layout

section 11(1)

- Measured from Curve Intersection Point (IP) to Curve IP
- Refer to Table below



Bus Type	Type of Operation	Dimensions		
		A	B'	L _{BAY} 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 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

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2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). Accordingly, this reprint includes all amendments that commenced operation on or before 13 November 2009. 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
num	= numbered	s	= section
o in c	= order in council	sch	= schedule
om	= omitted	sdiv	= subdivision
orig	= original	SIA	= Statutory Instruments Act 1992
p	= page	SIR	= Statutory Instruments Regulation 2002
para	= paragraph	SL	= subordinate legislation
prec	= preceding	sub	= substituted
pres	= present	unnum	= unnumbered
prev	= previous		

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	
1A	2007 SL No. 200	17 August 2007	
1B	2008 SL No. 231	21 July 2008	
1C	2008 SL No. 365	7 November 2008	
1D	2009 SL No. 256	13 November 2009	

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 1297–303

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.

amending legislation—

Transport Operations (Passenger Transport) and Other Legislation Amendment Regulation (No. 2) 2007 SL No. 200 ss 1, 17 sch

notfd gaz 17 August 2007 pp 2023–5

commenced on date of notification

Transport Planning and Coordination Amendment Regulation (No. 1) 2008 SL No. 231

notfd gaz 18 July 2008 pp 1710–12

ss 1–2 commenced on date of notification

remaining provisions commenced 21 July 2008 (see s 2)

Transport Planning and Coordination Amendment Regulation (No. 2) 2008 SL No. 365

notfd gaz 7 November 2008 pp 1319–21

commenced on date of notification

Transport Planning and Coordination Amendment Regulation (No. 1) 2009 SL No. 256

notfd gaz 13 November 2009 pp 825–6

commenced on date of notification

6 List of annotations

Prescribed transit nodes—Act, s 28AA

- s 4** prev s 4 om R1 (see RA s 40)
 pres s 4 ins 2008 SL No. 231 s 4
 amd 2008 SL No. 365 s 3; 2009 SL No. 256 s 3

SCHEDULE 1—CODE FOR IDAS

Lane width—straight, undivided two-way road

- s 6** amd 2007 SL No. 200 s 17 sch

Indented bus bays

- s 11** amd 2007 SL No. 200 s 17 sch

SCHEDULE 3—AMENDMENT OF INTEGRATED PLANNING REGULATION 1998

- om R1 (see RA s 40)