



Queensland

Transport Planning and Coordination Regulation 2005

Subordinate Legislation 2005 No. 178

made under the

Transport Planning and Coordination Act 1994
Integrated Planning Act 1997

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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 Amendment of Integrated Planning Regulation 1998

Schedule 3 amends the *Integrated Planning Regulation 1998*.

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

2 Chapter 11 (Horizontal Alignment)

3 Chapters 7 (Cross Section) and 11 (Horizontal Alignment)

4 Chapter 5 (Traffic Parameters and Human Factors)

5 Chapter 13 (Intersections at Grade)

Schedule 1 (continued)

- (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.

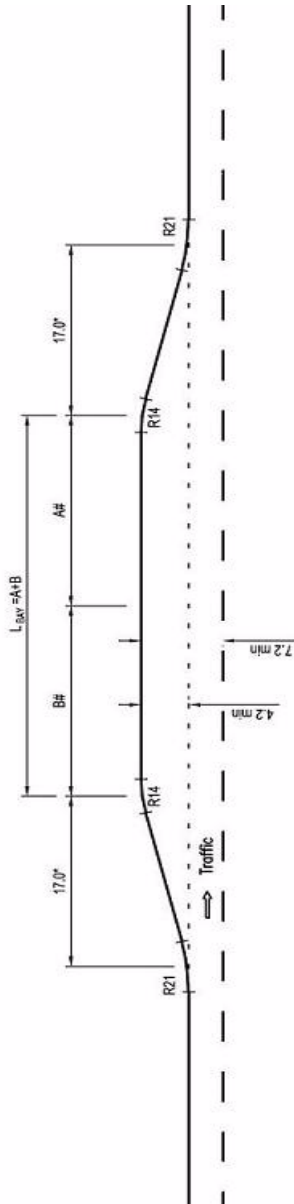
⁶ Chapter 5 (Traffic Parameters and Human Factors)

⁷ Chapter 14 (Roundabouts)

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.

Schedule 3 Amendment of Integrated Planning Regulation 1998

section 4

1 Schedule 1, part 4, table 4—

insert—

| ‘Local government roads | |
|--|---|
| 5 Works on local government roads made self-assessable under the Act, schedule 8, part 2, table 4, item 5. | The code mentioned in the <i>Transport Planning and Coordination Regulation 2005</i> , section 3.’. |

2 Schedule 2, table 1—

insert—

| ‘Public passenger transport | | |
|--|--|---|
| 12 Land completely or partly in a public transport corridor or a future public transport corridor if the building work is not associated with any of the following— (a) reconfiguration mentioned in table 2, item 30; (b) a material change of use mentioned in table 3, item 14; (c) rail, busway, light rail or miscellaneous transport infrastructure | The chief executive under the <i>Transport Planning and Coordination Act 1994</i> —as a concurrence agency | Land use and transport coordination under the <i>Transport Planning and Coordination Act 1994</i> |
| 13 Land, development on which encroaches into the operational airspace of an airport if the building work is not associated with a material change of use mentioned in table 3, item 14 | The chief executive under the <i>Transport Planning and Coordination Act 1994</i> —as a concurrence agency | Land use and transport coordination under the <i>Transport Planning and Coordination Act 1994</i> |

Schedule 3 (continued)

| Railways | | |
|---|---|---|
| 14 Land completely or partly within future railway land if the building work is not associated with any of the following— (a) reconfiguration mentioned in table 2, item 31; (b) a material change of use mentioned in table 3, item 15 | The chief executive under the <i>Transport Infrastructure Act 1994</i> —as a concurrence agency | Safety and operational integrity of railways and future railways under the <i>Transport Infrastructure Act 1994</i> . |

3 Schedule 2, table 2—

insert—

| ‘Public passenger transport | | |
|---|--|---|
| 30 Reconfiguring a lot that— (a) is for a purpose or on land mentioned in schedule 13A, column 1; and (b) exceeds the threshold in schedule 13A, column 2 for the purpose | The chief executive under the <i>Transport Planning and Coordination Act 1994</i> —as a concurrence agency | Land use and transport coordination under the <i>Transport Planning and Coordination Act 1994</i> |
| Railways | | |
| 31 Reconfiguring a lot that— (a) is for a purpose or on land mentioned in schedule 13B, column 1; and (b) exceeds the threshold in schedule 13B, column 2 for the purpose | The chief executive under the <i>Transport Infrastructure Act 1994</i> —as a concurrence agency | Safety and operational integrity of railways and future railways under the <i>Transport Infrastructure Act 1994</i> . |

Schedule 3 (continued)

4 Schedule 2, table 3—

insert—

| 'Public passenger transport | | |
|--|--|---|
| <p>14 Development on land that—</p> <p>(a) is for an aspect of development identified in schedule 13C; and</p> <p>(b) is for a purpose mentioned in schedule 13C, column 1; and</p> <p>(c) exceeds the threshold mentioned in schedule 13C, column 2 for the purpose</p> | <p>The chief executive under the <i>Transport Planning and Coordination Act 1994</i>—as a concurrence agency</p> | <p>Land use and transport coordination under the <i>Transport Planning and Coordination Act 1994</i></p> |
| Railways | | |
| <p>15 Development on land that—</p> <p>(a) is for an aspect of development identified in schedule 13D; and</p> <p>(b) is for a purpose mentioned in schedule 13D, column 1; and</p> <p>(c) exceeds the threshold mentioned in schedule 13D, column 2 for the purpose</p> | <p>The chief executive under the <i>Transport Infrastructure Act 1994</i>—as a concurrence agency</p> | <p>Safety and operational integrity of railways and future railways under the <i>Transport Infrastructure Act 1994</i>.</p> |

5 After schedule 13—

insert—

Schedule 3 (continued)

‘Schedule 13A Public passenger transport related development made assessable under the Act, and thresholds for referral

schedule 2, table 2, item 30

| Column 1 | Column 2 |
|--|---|
| Purpose | Public passenger transport threshold |
| Reconfiguring a lot | |
| Residential purpose | 100 or more allotments or within the 25 ANEF contour for an airport |
| Any purpose within 400m of a public passenger transport facility or a future public passenger transport facility | Total site area equal to or more than 5000m ² |
| Any purpose completely or partly within a public transport corridor | All, unless the total number of lots does not increase |
| Any purpose completely or partly within a future public transport corridor | All |
| Any purpose completely or partly within an airport's public safety area | All |

Schedule 3 (continued)

‘Schedule 13B Rail transport related development made assessable under the Act, and thresholds for referral

schedule 2, table 2, item 31

| Column 1 | Column 2 |
|--|--|
| Purpose | Rail safety and efficiency threshold |
| Reconfiguring a lot | |
| Residential purpose | 100 or more allotments |
| Any purpose within 400m of a public passenger transport facility or a future public passenger transport facility | Total site area equal to or more than 5000m ² if the facility is a passenger railway station |
| Any purpose completely or partly within a future public transport corridor | All |
| Any purpose completely or partly within future railway land or a railway tunnel easement | All |
| Any purpose abutting rail corridor land, commercial corridor land or future railway land | All, unless the total number of lots does not increase, but always when an easement abutting the corridor or land is created |
| Any purpose completely or partly within 100m of, and abutting an approach to, a railway level crossing | All, unless the total number of lots does not increase |

Schedule 3 (continued)

‘Schedule 13C Development impacting on the provision of public passenger transport, and thresholds

schedule 2, table 3, item 14

| Column 1 | Column 2 | |
|--|---|---|
| Purpose | Threshold for LGA population 1 | Threshold for LGA population 2 |
| Material change of use of premises made assessable under a planning scheme | | |
| Any purpose completely or partly within a public transport corridor or a future public transport corridor | All | No referral |
| Any purpose within 400m of a public passenger transport facility or a future public passenger transport facility | Total site area of 5000m ² or more | No referral |
| Residential purposes other than rural residential purposes | Total site area of 5ha or more | Total site area of 5ha or more |
| Retail or commercial purposes | New or extension of gross floor area of 10000m ² or more | New or extension of gross floor area of 10000m ² or more |
| Aged persons accommodation purposes | 100 dwelling units or more | No referral |
| Community building or facility purposes | Total site area of 5000m ² or more | No referral |
| Tourist facility, sports facility (other than a golf course) or entertainment venue | Seating capacity of 1500 or more persons or total site area of 5ha or more (applies to any mix of these facilities) | Seating capacity of 1500 or more persons or total site area of 5ha or more (applies to any mix of these facilities) |
| Educational institution | All | All |

Schedule 3 (continued)

| Column 1 | Column 2 | |
|--|---|---|
| Purpose | Threshold for LGA population 1 | Threshold for LGA population 2 |
| Hospitals or medical centres | Gross floor area of 1200m ² or more | Gross floor area of 1200m ² or more |
| Airport, bus or ferry terminals | All | All |
| Any purpose within an airport's public safety area | All | All |
| Any purpose resulting in work that encroaches into the operational airspace of an airport | All | All |
| Residential purposes (other than a single house on a vacant residential lot) including caravan parks, educational establishments, hospitals and nursing homes | All within the 25 ANEF contour for an airport | All within the 25 ANEF contour for an airport |
| Hotels, motels, hostels or public buildings | All within the 30 ANEF contour for an airport | All within the 30 ANEF contour for an airport |
| Operational work made assessable under a planning scheme | | |
| Work completely or partly within a public transport corridor or a future public transport corridor but not associated with a material change of use mentioned in schedule 2, table 3, item 14 or reconfiguring a lot mentioned in schedule 2, table 2, item 30 | All | All |
| Work that encroaches into the operational airspace of an airport | All work not associated with a material change of use mentioned in table 3, item 14 | All work not associated with a material change of use mentioned in table 3, item 14 |

Schedule 3 (continued)

‘Schedule 13D Development impacting on railway safety and efficiency, and thresholds

schedule 2, table 3, item 15

| Column 1 | Column 2 | |
|--|---|---|
| Purpose | Threshold for LGA population 1 | Threshold for LGA population 2 |
| Material change of use of premises made assessable under a planning scheme | | |
| Any purpose completely or partly within a public transport corridor or a future public transport corridor | All corridors containing rail | No referral |
| Any purpose within 400m of a public passenger transport facility or a future public passenger transport facility | Total site area of 5000m ² or more if the facility is a passenger railway station | No referral |
| Residential purposes other than rural residential purposes | Total site area of 5ha or more | Total site area of 5ha or more |
| Retail or commercial purposes | New or extension of gross floor area of 10000m ² or more | New or extension of gross floor area of 10000m ² or more |
| Aged persons accommodation purposes | 100 dwelling units or more | No referral |
| Community building or facility purposes | Total site area of 5000m ² | No referral |
| Tourist facility, sports facility (other than a golf course) or entertainment venue | Seating capacity of 1500 or more persons or total site area of 5ha or more (applies to any mix of these facilities) | Seating capacity of 1500 or more persons or total site area of 5ha or more (applies to any mix of these facilities) |
| Educational institution | All | All |

Schedule 3 (continued)

| Column 1 | Column 2 | |
|--|---|---|
| Purpose | Threshold for LGA population 1 | Threshold for LGA population 2 |
| Hospital or medical centre | Gross floor area of 1200m ² or more | Gross floor area of 1200m ² or more |
| Airport, bus or ferry terminal | All | All |
| Any purpose completely or partly within rail corridor land, commercial corridor land or future railway land | All | All |
| Any purpose abutting rail corridor land, commercial corridor land or future railway land | All | All |
| Any purpose within 100m of, and abutting an approach to, a railway level crossing | All | All |
| Any purpose completely or partly within a railway tunnel easement | All structures or works that are the natural and ordinary consequence of the use, and are, or will be, completely or partly located within the easement | All structures or works that are the natural and ordinary consequence of the use, and are, or will be, completely or partly located within the easement |
| Operational work made assessable under a planning scheme | | |
| Work completely or partly within rail corridor land or commercial corridor land, but not associated with a material change of use mentioned in schedule 2, table 3, item 15 or reconfiguring a lot mentioned in schedule 2, table 2, item 31, or work for rail transport infrastructure or other rail infrastructure | Work involving extracting, excavating, or filling more than 50m ³ | Work involving extracting, excavating, or filling more than 50m ³ |

Schedule 3 (continued)

| Column 1 | Column 2 | |
|--|---|---|
| Purpose | Threshold for LGA population 1 | Threshold for LGA population 2 |
| Work completely or partly within future railway land or a railway tunnel easement, but not associated with a material change of use or reconfiguring a lot mentioned in schedule 2, table 2, item 31 or schedule 2, table 3, item 15 | Work involving extracting, excavating, or filling more than 50m ³ | Work involving extracting, excavating, or filling more than 50m ³ |
| Work on land abutting rail corridor land, commercial corridor land or future railway land, but not associated with a material change of use or reconfiguring a lot mentioned in schedule 2, table 2, item 31 or schedule 2, table 3, item 15 | Work involving extracting, excavating, or filling more than 50m ³ and within 25m of the railway boundary | Work involving extracting, excavating, or filling more than 50m ³ and within 25m of the railway boundary'. |

6 Schedule 14—

insert—

'airport see *State Planning Policy 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities, Annex 1.*

ANEF means Australian Noise Exposure Forecast.

Australian Noise Exposure Forecast see *State Planning Policy 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities.*

commercial corridor land see the *Transport Infrastructure Act 1994*, schedule 6.

future public passenger transport facility means any of the following identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E—

- (a) a future busway station;
- (b) a future railway passenger station for the network known as Citytrain;
- (c) a future passenger transport interchange facility.

Schedule 3 (continued)

future public transport corridor means land identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E as a future route for public transport.

future railway land see the *Transport Infrastructure Act 1994*, section 242.

operational airspace see *State Planning Policy 1/02* Development in the Vicinity of Certain Airports and Aviation Facilities.

other rail infrastructure see the *Transport Infrastructure Act 1994*, schedule 6.

public passenger transport facility means any of the following—

- (a) a busway station;
- (b) a railway passenger station for the network known as Citytrain;
- (c) a passenger transport interchange facility identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E.

public safety area see *State Planning Policy 1/02* Development in the Vicinity of Certain Airports and Aviation Facilities, Annex 3.

public transport corridor means a corridor by which public passenger services are provided on any of the following—

- (a) busway transport infrastructure;
- (b) light rail transport infrastructure;
- (c) rail transport infrastructure in the SEQ region.

rail corridor land see the *Transport Infrastructure Act 1994*, schedule 6.

rail transport infrastructure see the *Transport Infrastructure Act 1994*, schedule 6.

Schedule 3 (continued)

railway tunnel easement see the *Transport Infrastructure Act 1994*, schedule 4.’.

ENDNOTES

- 1 Made by the Governor in Council on 11 August 2005.
- 2 Notified in the gazette on 12 August 2005.
- 3 Laid before the Legislative Assembly on . . .
- 4 The administering agency is the Department of Transport.