

Module 17. Public passenger transport

17.1 Public passenger transport state code

17.1.1 Purpose

The purpose of the code is to ensure that development:

- (1) supports the integration of land use with public passenger services and public passenger transport infrastructure
- (2) does not have a significant adverse impact on existing or future public passenger transport and public passenger transport infrastructure
- (3) promotes and maximises the use of public passenger transport as an attractive, efficient and accessible travel alternative to private transport in a way that reduces the overall economic, environmental and social costs of transport
- (4) increases opportunities for people to access public passenger transport, including access by active transport
- (5) provides, as far as practicable, public passenger transport infrastructure to support public passenger services.

Note: This code applies to all purposes listed under column 1 of Schedule 9 to the Sustainable Planning Regulation 2009, except for the following purposes:

- Material change of use — extractive industry, high impact industry, noxious and hazardous industries, intensive animal industries, warehouse, medium impact industry, low impact industry and car park (including heavy vehicle parking)
- Reconfiguring a lot — industry activities
- Operational works — filling or excavation not associated with a material change of use or reconfiguring a lot.

Note: LGA (Local government area) population 1 and LGA population 2 are as defined in Schedule 26 to the Sustainable Planning Regulation 2009.

Editor’s note: Guidance for achieving the performance outcomes and acceptable outcomes for this state code is available in the *State Development Assessment Provisions Supporting Information – Public Passenger Transport*, Department of Transport and Main Roads, 2014.

17.1.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
Material change of use	Table 17.1.1
Reconfiguring a lot	Table 17.1.1

Table 17.1.1: Material change of use or reconfiguring a lot

Performance outcomes	Acceptable outcomes
All development	
PO1 During construction, development ensures bus-stops continue to function and pedestrian access to the bus stop is maintained at all times.	No acceptable outcome is prescribed.
PO2 New or modified road accesses and modifications to the road network do not conflict with existing bus stops or a <u>public passenger service</u> . Editor’s note: To demonstrate compliance with this	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
<p>performance outcome, it is recommended that a Public Transport Impact Assessment be prepared in accordance with Appendix 1 of the <i>State Development Assessment Provisions Supporting Information – Public Passenger Transport</i>, Department of Transport and Main Roads, 2014.</p>	
<p>Accommodation activity (other than a residential care facility), educational establishment, airport, hospital, shopping centre or business activities</p>	
<p>PO3 Development allows for safe, convenient and efficient access for <u>public passenger transport</u> and allows for the progressive staging or extension of <u>public passenger transport</u> to the development.</p>	<p>AO3.1 Where a development proposes a new or modified road network it must provide for bus movement through the site whilst avoiding backtracking, looping or indirect routes.</p> <p>Editor’s note: To demonstrate compliance with this acceptable outcome, it is recommended that a Public Transport Impact Assessment be prepared in accordance with Appendix 1 of the <i>State Development Assessment Provisions Supporting Information – Public Passenger Transport</i>, Department of Transport and Main Roads, 2014.</p> <p>AND</p> <p>AO3.2 Roads intended to accommodate buses are designed and constructed in accordance with <i>Road Planning and Design Manual (RPDM)</i>, Volume 3: Guide to Road Design.</p> <p>Editor’s note: Guidance on how to meet the acceptable outcomes is available in the <i>Road Planning and Design Manual (RPDM)</i>, Volume 3: Guide to Road Design,</p> <p>(1) Part 3:</p> <ul style="list-style-type: none"> - 4.2 Traffic lanes - 4.8 Bicycle lanes - 4.9 High occupancy vehicle (HOV) lanes - 4.12 Bus stops - 7 Horizontal alignment - 7.7 Super elevation - 7.9 Curve widening <p>(2) Part 4:</p> <ul style="list-style-type: none"> - 6.3 Bus Facilities - 5.6 Design vehicle swept path <p>(3) Part4A:</p> <ul style="list-style-type: none"> - 5 Auxiliary lanes <p>(4) Part 4B: Roundabouts:</p> <ul style="list-style-type: none"> - 4 Geometric Design - 4.6 Circulating carriageway. <p>AND</p> <p>AO3.3 Traffic calming devices are not installed on roads used for buses.</p> <p>OR</p> <p>AO3.4 Where <u>road humps</u> are installed on roads used for buses, the <u>road humps</u> are designed in accordance with the <i>Manual of Uniform Traffic Control Devices (MUTCD)</i>.</p> <p>Editor’s Note: Guidance on how to meet the acceptable outcomes are available in the <i>Manual of Uniform Traffic Control Devices (MUTCD)</i>, Part 13:</p> <p>(1) Local Area Traffic Management, section 2.4 – Road Humps</p> <p>(2) Supplement Part 13: Local Area Traffic Management – 2.4.2-1 Hump Profiles for Bus Routes.</p>
<p>Accommodation activity (other than residential care facility), airport, hospital, hotel, major sport recreation and entertainment facility, hardware and trade supplies, shop, shopping centre, showroom, tourist attraction or business activities</p>	
<p>PO4 Upgraded or new <u>public passenger transport infrastructure</u> is provided to accommodate the demand for <u>public passenger transport</u> generated by the development.</p> <p>Editor’s note: To demonstrate compliance with this</p>	<p>No acceptable outcome is prescribed.</p>

Performance outcomes	Acceptable outcomes
<p>performance outcome, it is recommended that a Public Transport Impact Assessment be prepared in accordance with Appendix 1 of the <i>State Development Assessment Provisions Supporting Information – Public Passenger Transport</i>, Department of Transport and Main Roads, 2014.</p>	
<p>PO5 The location of <u>public passenger transport infrastructure</u> avoids creating indirect or inefficient routes for <u>public passenger services</u>.</p> <p>Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a Public Transport Impact Assessment be prepared in accordance with Appendix 1 of the <i>State Development Assessment Provisions Supporting Information – Public Passenger Transport</i>, Department of Transport and Main Roads, 2014.</p>	<p>No acceptable outcome is prescribed.</p>
<p>Airport, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, showroom, short-term accommodation or tourist attraction</p>	
<p>PO6 On site circulation ensures the safety of <u>public passenger transport</u>, and pedestrians.</p>	<p>AO6.1 On site pedestrian crossings are located to provide safe sight distances for pedestrians and <u>public passenger transport</u>.</p> <p>AND</p> <p>AO6.2 On site circulation is designed and constructed so that <u>public passenger transport</u> can enter and leave in a forward gear at all times.</p> <p>AND</p> <p>AO6.3 Development does not result in <u>public passenger transport</u> movements through car parking aisles.</p>
<p>PO7 Development provides safe and convenient pedestrian access to existing and future <u>public passenger transport infrastructure</u>.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO8 Development provides taxi ranks which meet the anticipated demand of the proposed development and are located to provide convenient, safe and equitable access for patrons.</p>	<p>AO8.1 A dedicated taxi rank is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO8.2 Taxi ranks are designed in accordance with:</p> <ol style="list-style-type: none"> (1) <i>AS2890.5-1993 Parking facilities – on-street parking</i> and <i>AS1428.1-2009 Design for access and mobility – general requirements for access – new building work</i> (1) <i>AS1742.11-1999 Parking controls – manual of uniform traffic control devices</i> (2) <i>AS/NZS 2890.6-2009 Parking facilities – off-street parking for people with disabilities</i> (3) <i>Disability standards for accessible public transport 2002</i> made under section 31(1) of the <i>Disability Discrimination Act 1992</i> (4) <i>AS/NZS 1158.3.1 – Lighting for roads and public spaces</i>, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.
<p>Educational establishments</p>	
<p>PO9 <u>Educational establishments</u> accommodate the safe and efficient operation of <u>public passenger transport</u> and provide safe and</p>	<p>AO9.1 Educational establishments are designed in accordance with public passenger transport provisions of the <i>Planning for Safe Transport Infrastructure at Schools</i>, Department of Transport and Main Roads, 2011.</p>

Performance outcomes	Acceptable outcomes
convenient pedestrian access to public passenger transport.	

17.2 Reference documents

Australian Government 2002 [*Subsection 31\(1\) – Disability standards for accessible public transport 2002 of the Disability Discrimination Act 1992*](#)

Department of Transport and Main Roads 2013 [*Road Planning and Design Manual \(Queensland Practice\) 2nd edition*](#)

Department of Transport and Main Roads 2003 [*Manual of Uniform Traffic Control Devices*](#)

Department of Transport and Main Roads 2014 [*State Development Assessment Provisions Supporting Information – Public passenger transport*](#)

Department of Transport and Main Roads Translink Division 2015 [*Public Transport Infrastructure Manual*](#)

Standards Australia 2009 [*AS1428.1-2009 Design for access and mobility – General requirements for access – New building work*](#)

Standards Australia 2000 [*AS1742.9–2000 Bicycle facilities— Manual of uniform traffic control devices*](#)

Standards Australia 1999 [*AS1742.11–1999 Parking controls—Manual of uniform traffic control devices*](#)

Standards Australia 1993 [*AS2890.5–1993 Parking facilities—On-street parking*](#)

Standards Australia 2009 [*AS/NZS 2890.6:2009 Parking facilities—Off-street parking for people with disabilities*](#)

Department of Transport and Main Roads 2011 [*Planning for safe transport infrastructure at schools*](#)

17.3 Glossary of terms

Accommodation activity means any of the following:

- (1) caretaker's accommodation
- (2) community residence
- (3) dual occupancy
- (4) dwelling house
- (5) dwelling unit
- (6) multiple dwelling
- (7) relocatable home park
- (8) residential care facility
- (9) resort complex
- (10) retirement facility
- (11) rooming accommodation
- (12) short-term accommodation
- (13) tourist park
- (14) a development with a combination of uses (1) to (13).

Editor's note: See the standard planning scheme provisions.

Active transport see the *Transport Planning and Coordination Act 1994*, section 8A (3).

Editor's note: Active transport means physical activity undertaken as a means of transport from one place to another, including the following:

- (1) cycling
- (2) walking
- (3) cycling or walking to a place to access public passenger transport, or from a place after public passenger transport has been used.

Active transport infrastructure see the *Transport Planning and Coordination Act 1994*, section 8A (3).

Editor's note: Active transport infrastructure means infrastructure used in connection with active transport, including, for example:

- (1) a path or walkway for pedestrians
- (2) a path, lane or other infrastructure for cyclists
- (3) a device or facility designed and constructed for parking bicycles or
- (4) an end-of-trip facility.

Airport see the standard planning scheme provisions.

Editor's note; Airport means a premise used for any of the following:

- (1) the arrival and departure of aircraft
- (2) the housing, servicing, refuelling, maintenance and repair of aircraft
- (3) the assembly and dispersal of passengers or goods on or from an aircraft
- (4) any ancillary activities directly serving the needs of passengers and visitors to the use
- (5) associated training and education facilities
- (6) aviation facilities.

Business activities see the standard planning scheme provisions.

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Editor's note: the DA mapping system is available at [DA mapping system](#).

Educational establishment see the standard planning scheme provisions.

Editor's note: Educational establishment means premises used for training and instruction designed to impart knowledge and develop skills. The use may include after school care for students or on-site student accommodation.

Hardware and trade supplies see the standard planning scheme provisions.

Editor's note: Hardware and trade supplies means premises used for the sale, display or hire of hardware and trade supplies including household fixtures, timber, tools, paint, wallpaper, plumbing supplies and the like.

Hospital see the standard planning scheme provisions.

Editor's note: Hospital means premises used for medical or surgical care or treatment of patients whether or not involving overnight accommodation. The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.

Hotel see the standard planning scheme provisions.

Editor's note: Hotel means premises used primarily to sell liquor for consumption.

The use may include short-term accommodation, dining and entertainment activities and facilities.

Major sport, recreation and entertainment facility see the standard planning scheme provisions.

Editor's note: Major sport, recreation and entertainment facility means premises with large scale built facilities designed to cater for large scale events including major sporting, recreation, conference and entertainment events.

Public passenger service see the *Transport Operations (Passenger Transport) Act 1994*, schedule 3.

Editor's note: Public passenger service means a service for the carriage of passengers if:

- (1) the service is provided for fare or other consideration or
 - (2) the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees) or
 - (3) the service is a courtesy or community transport service
- and includes a driver service and a service for the administration of taxi services, but does not include a service excluded from the *Transport Operations (Passenger Transport) Act 1994* by a Regulation.

Public passenger transport see the *Transport Planning and Coordination Act 1994*, section 3.

Editor's note: Public passenger transport means the carriage of passengers by a public passenger service using a public passenger vehicle.

Public passenger transport infrastructure see the *Transport Planning and Coordination Act 1994*, section 3.

Editor's note: Public passenger transport infrastructure means infrastructure for, or associated with, the provision of public passenger transport, including, but not limited to:

- (1) a transit terminal for public passengers services (for example, an airport terminal, a coach terminal, a cruise ship terminal)
- (2) a ferry terminal, jetty, pontoon or landing for ferry services
- (3) a bus stop, bus shelter, bus station or bus lay-by
- (4) a busway station
- (5) a light rail station
- (6) a taxi rank, limousine rank or limousine standing area
- (7) a railway station
- (8) vehicle parking and set-down facilities
- (9) pedestrian and bicycle paths and bicycle facilities
- (10) a road on which a public passenger transport service operates.

Railway see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Railway means land on which railway transport infrastructure or other rail infrastructure is situated.

Editor's note: See DA mapping system–SARA layers

Residential care facility see the standard planning scheme provisions.

Editor's note: Residential care facility means a residential use of premises for supervised accommodation where the use includes medical and other support facilities for residents who cannot live independently and require regular nursing or personal care.

Road hump see the *Manual of Uniform Traffic Control Devices (MUTCD)*, part 13, 1.3.4.

Editor's note: Road hump means a raised transverse section of road causing sharp vertical displacement of vehicles, which is provided as a speed reduction (traffic calming) measure.

Shop see the standard planning scheme provisions.

Editor's note: Shop means premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.

Shopping centre see the standard planning scheme provisions.

Editor's note: Shopping centre means premises comprising two or more individual tenancies that is comprised primarily of shops, and that function as an integrated complex.

Short-term accommodation see the standard planning scheme provisions.

Editor's note: Short-term accommodation means premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained.

The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.

Showroom see the standard planning scheme provisions.

Editor's note: Showroom means premises used primarily for the sale of goods of a related product line that are of a size, shape or weight that requires:

- (1) a large area for handling, display or storage,
- (2) direct vehicle access to the building by members of the public for loading and unloading items purchased or hired.

State-controlled road see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: State-controlled road means:

- (1) a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6, or
- (2) State toll road corridor land.

Editor's note: See DA mapping system–SARA Layers

State transport infrastructure means any of the following:

- (1) state-controlled road
- (2) busway transport infrastructure under the *Transport Infrastructure Act 1994*
- (3) light rail transport infrastructure under the *Transport Infrastructure Act 1994*
- (4) rail transport infrastructure under the *Transport Infrastructure Act 1994*
- (5) other rail infrastructure under the *Transport Infrastructure Act 1994*
- (6) active transport infrastructure under the *Transport Planning and Coordination Act 1994*.

Tourist attraction see the standard planning scheme provisions.

Editor's note: Tourist attraction means premises used for providing on-site entertainment, recreation or similar facilities for the general public. The use may include provision of food and drink for consumption on site.