

State code 6: Protection of state transport networks

Purpose statement

The purpose of this code is to:

1. protect **state transport infrastructure, public passenger transport infrastructure, active transport infrastructure** and **public passenger services** from the adverse impacts of development;
2. maintain the operating performance of the **transport network**;
3. ensure development enables safe and convenient access to **public passenger transport**.

Specifically, this code seeks to ensure development:

1. does not create a safety hazard for users of **state transport infrastructure** or **public passenger services** by increasing the likelihood or frequency of a fatality or serious injury;
2. does not result in a worsening of the physical condition or operating performance of the state **transport network**;
3. does not compromise the state's ability to cost-effectively construct, operate and maintain **state transport infrastructure**;
4. provides **public passenger transport infrastructure** to enable development to be serviced by **public passenger transport**;
5. provides safe and direct access to **public passenger transport infrastructure** or **active transport infrastructure**, including access by cycling and walking.

Using this code

The assessment benchmarks for this code comprise:

- a purpose statement which identifies the overall intent of the code;
- performance outcomes which set benchmarks to achieve the purpose statement of the code;
- acceptable outcomes which identify one way to achieve the relevant performance outcome.

Development complies with the code where:

- it complies with the acceptable outcomes for the performance outcome; or
- it complies with all the performance outcomes, where not complying with the acceptable outcomes; or
- development does not meet relevant performance outcome(s) and SARA determines, on balance, that the development complies with the purpose statement.

This code also includes the glossary of terms for definitions relevant to this code and reference documents which provides direction on how to address this code.

Table 6.1 Application of provisions

Relevant provisions of the code	Development
Network impacts	
PO1 – PO13	All development
Stormwater and drainage	
PO14 – PO20	All development
Planned upgrades	
PO21	All development
Public passenger transport infrastructure	
PO22 – P25 and PO30	All development
PO26 – PO31	Accommodation activities , airport, business activities, club, educational establishment, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, short-term accommodation, theatre, tourist attraction
PO32 – PO34	Airport, club, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, resort complex, shop,

	shopping centre, short-term accommodation, theatre, tourist attraction
PO35	Educational establishment

Performance outcomes and acceptable outcomes

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes
Network impacts	
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.
Stormwater and overland flow	
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure. AND AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.
Flooding	
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor. <i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>
Drainage infrastructure	

Performance outcomes	Acceptable outcomes
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	For a state-controlled road environment, both of the following apply: AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. For a railway environment both of the following apply: AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site. AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.
Planned upgrades	
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.
PO25 Development does not adversely impact the structural integrity or physical condition of public	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
passenger transport infrastructure and active transport infrastructure.	
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.

Reference documents

Department of Transport and Main Roads 2018, [Manual of Uniform Traffic Control Devices](#)

Department of Transport and Main Roads 2011, [Planning for Safe Transport Infrastructure at Schools](#)

Department of Transport and Main Roads 2017, [SDAP Supporting Information: Public passenger transport infrastructure](#)

Department of Transport and Main Roads 2015, [Guide to Development in a Transport Environment: Rail](#)

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

Department of Transport and Main Roads 2016, [Road Planning and Design Manual \(Queensland Practice\) 2nd edition](#)

Department of Transport and Main Roads 2018, [Guide to Traffic Impact Assessment](#)

Institute of Public Works Engineering Australasia (Queensland Division) 2016, Queensland Urban Drainage Manual, Fourth edition

Standards Australia 2016, AS1742.7 – 2016 - Roads and Maritime Services – Manual of uniform traffic control devices

Standards Australia 2009, AS1428.1–2009 - Design for access and mobility – General requirements for access – New building work

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

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 complex;
9. resort complex;
10. retirement facility;
11. rooming accommodation;
12. short-term accommodation;
13. tourist park;
14. a development with a combination of 1 to 13.

Active transport infrastructure means infrastructure for use in connection with active transport, including:

1. a path or walkway for use by pedestrians;
2. a path, lane or other infrastructure for use by cyclists;
3. a device or facility designed and constructed for parking bicycles.

Arterial road see glossary of terms, 4th edition, Austroads, 2015.

Note: **Arterial road** means a road that predominantly carries through traffic from one region to another, forming principal avenues of travel for traffic movements.

Booked hire services means ride-booking, ride-sourcing and ride-sharing services. Booked hire vehicles cannot be hailed and are pre-booked using booking options provided by the service provider.

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.

Note: The **DA mapping system** is available on the department's website.

Lawful point of discharge see the Queensland Urban Drainage Manual 2016.

Note: **Lawful point of discharge** means a point of discharge of stormwater from an allotment that is considered to satisfy the requirements specifically outlined within the Queensland Urban Drainage Manual, 2016. (See section 3.9 of the Queensland Urban Drainage Manual, 2016, for further information).

Local road means a road controlled by a local government authority.

No net worsening means the current and forecast characteristics of the **transport network** are not significantly worse with the development than the current and forecast characteristics existing without the development in the impact assessment area. **No net worsening** takes proposed mitigation measures into consideration.

Note: See Principle 2 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2018

Planned upgrade means an extension, upgrade, or duplication of **state transport infrastructure** or **transport networks** for which affected land has been identified:

1. in a publicly available government document; or
2. in written advice to affected land owners.

Note: Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

See the **DA mapping system**.

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

Note: **Public passenger service** means a service for the carriage of passengers if:

1. the service is provided for fare or other consideration;
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);
3. the service is a courtesy or community transport service; and
4. 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 section 3 of the *Transport Planning and Coordination Act 1994*.

Note: **Public passenger transport** means the carriage of passengers by a **public passenger service** using a public passenger vehicle.

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

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 passenger 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; or
10. a road on which a **public passenger transport** service operates.

Rail transport infrastructure see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Rail transport infrastructure** means facilities necessary for operating a **railway**, including **railway** track and works built for the **railway**, including for example:

- a. cuttings; or
- b. drainage works; or
- c. excavations; or
- d. land fill; or
- e. track support earthworks any of the following things that are associated with the **railway's** operation:
 - i. bridges; or
 - ii. communication systems; or
 - iii. machinery and other equipment; or
 - iv. marshalling yards; or
 - v. noticeboards, notice markers and signs; or
 - vi. overhead electrical power supply systems; or
 - vii. over-track structures; or
 - viii. platforms; or
 - ix. power and communication cables; or
 - x. service roads; or
 - xi. signalling facilities and equipment; or
 - xii. stations; or
 - xiii. survey stations, pegs and marks; or
 - xiv. train operation control facilities; or
 - xv. tunnels; or
 - xvi. under-track structures vehicle parking and set down facilities for intending passengers for a **railway** that are controlled or owned by a **railway** manager or the chief executive [TIA]; or

- xvii. pedestrian facilities, including footpath paving, for the **railway** that are controlled or owned by a **railway** manager or the chief executive [TIA], but does not include other rail infrastructure.

Railway see schedule 6 of the Transport Infrastructure Act 1994.

Note: **Railway** means a guided system, or proposed guided system, designed for the movement of rolling stock that is capable of transporting passengers or freight, or both, on a **railway** track, and:

1. includes:
 - a. **rail transport infrastructure**;
 - b. a **railway** being or proposed to be built on future **railway** land; but
2. does not include:
 - a. rolling stock;
 - b. a **railway** mentioned in section 107(2) of the *Transport Infrastructure Act 1994*.

See the **DA mapping system**.

Railway crossing see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Railway crossing** means a level crossing, bridge or another structure used to cross over or under a **railway**.

Road transport infrastructure see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Road transport infrastructure** means transport infrastructure relating to roads.

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.

Note: See the **DA mapping system**.

State transport corridor see schedule 24 of the Planning Regulation 2017.

Note: **State transport corridor** means:

1. a busway corridor; or
2. a light rail corridor; or
3. a **railway** corridor; or
4. a **state-controlled road**.

State transport infrastructure means any of the following:

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

Taxi facilities see chapter 7 Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

Note: **Taxi facilities** means either a taxi rank or taxi bay.

Transport network means the series of connected routes, corridors and transport facilities required to move goods and passengers and includes roads, **railways**, public transport routes (for example, bus routes), active transport routes (for example, cycle ways), freight routes and local, state and privately owned infrastructure.