

Queensland Manual of Uniform Traffic Control Devices

Part 12: Bus, transit and truck lanes

November 2022

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Feedback

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About this document

This document specifies the traffic control devices required to designate traffic lanes as bus lanes, transit lanes or truck lanes. It also specifies devices for the control or prohibition of truck or bus traffic where required on roadways.

How to use this document

This document is designed to be read and applied together with AS 1742.12-2017 *Manual of Uniform Traffic Control Devices Part 12* (AS 1742.12-2017). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.5-2017 applies in Queensland
- has precedence over AS 1742.12-2017 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.12-2017.

The following table summarises the relationship between AS 1742.12-2017 and this document:

Applicability	Meaning
Accepted	The Australian Standard section or clause is accepted.
Accepted, with amendments	Part or all of the section or clause has been accepted with additions, deletions or differences.
New	There is no equivalent section or clause in the Australian Standard.
Not accepted	The Australian Standard section or clause is not accepted.

Definitions

The following general amended definitions apply when reading AS 1742.12-2017.

Reference to...	Means
AS 1742.12-2017	AS 1742.12-2017, as amended by this document For example, a reference to AS 1742.12-2017 means you must refer to the Australian Standard Part 12, and Part 12 of the Queensland Manual of Uniform Traffic Control Devices (Queensland MUTCD). Throughout AS 1742.12-2017, references are made to other parts of the Australian Standards (for example, when reading Part 12 you may be referred to Part 3 for further information.) In this case, you must refer to the equivalent Part within the Queensland MUTCD first. Check the applicability of the equivalent Part in the Queensland MUTCD before referring to the referenced Australian Standard Part.

Relationship table

Section	Clause	Description	Applicability
	Preface		Accepted
1	Scope		Accepted
2	Objective		Accepted
3	Referenced documents		Accepted
4	Definitions		
	4.1	Bus lane	Accepted
	4.2	Bus only	Accepted
	4.3	High occupancy motor car symbol	Accepted
	4.4	May	Accepted with amendments
	4.5	Road Rules	Accepted, with amendments
	4.6	Shall	Accepted with amendments
	4.7	Should	Accepted, with amendments
	4.8	Traffic control device	Accepted, with amendments
	4.9	Tram lane	Accepted
	4.10	Tram only	Accepted
	4.11	Transit lane	Accepted
	4.12	Truck lane	Accepted
	4.13	Registered Professional Engineer of Queensland (RPEQ)	New
4.14	Innovative treatments	New	
5	Signs		
	5.1	General	Accepted
	5.2	Signs for bus and bus only lanes	Accepted
	5.3	Signs for transit lanes	Accepted
	5.4	Sign for truck lanes	Accepted
	5.5	Signs for tram and tram only lanes	Accepted
	5.6	Supplementary plates	Accepted
5.7	Vehicle prohibitions signs	Accepted	
6	Pavement markings		
	6.1	Longitudinal markings	Accepted
	6.2	Pavement messages	
	6.2.1	<i>Message</i>	Accepted
	6.2.2	<i>Design for low- and high-speed roads</i>	Accepted
6.3	Pavement colour	Accepted	

Section	Clause	Description	Applicability
7	Application of signs and markings		
	7.1	General principles	Accepted
	7.2	Common treatments	Accepted, with amendments
8	Variation to treatments and Registered Professional Engineer of Queensland certification		New
Appendices			
A	Illumination and reflectorization of signs (informative)		
	A1	Scope	Accepted
	A2	General	Accepted
	A3	Means of illumination	Accepted
	A4	Means of reflectorization	Accepted
B	Installation and location of signs (informative)		
	B1	Scope	Accepted
	B2	Uniformity of location	
	B2.1	General	Accepted
	B2.2	Longitudinal placement	Accepted
	B2.3	Lateral placement and height	
	<i>B2.3.1</i>	<i>General</i>	Accepted
	<i>B2.3.2</i>	<i>Lateral placement – Rural</i>	Accepted
	<i>B2.3.3</i>	<i>Lateral placement – Urban</i>	Accepted
	<i>B2.3.4</i>	<i>Height – Rural</i>	Accepted
	<i>B2.3.5</i>	<i>Height – Urban</i>	Accepted
	<i>B2.3.6</i>	<i>Overhead mounting</i>	Accepted
	B3	installation – Sign orientation	Accepted
C	Sign size selection (informative)		
	C1	Scope	Accepted
	C2	Size of signs	Accepted
	C3	General principles for size selection	Accepted

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4 Definitions

4.4 May

Addition

Indicates the existence of an option. Where the word 'may' is used, it indicates that use of the device is conditional, or optional. Usually, no specific requirement for design or application is intended.

4.5 Road Rules

Difference

Transport Operations (Road Use Management – Road Rules) Regulation 2009 as applicable in Queensland.

4.6 Shall

Addition

Indicates that a statement is mandatory. Where certain requirements in the design or application of the device are described with the 'shall' stipulation, it is mandatory that, when an installation is made, these requirements be met.

4.7 Should

Addition

Indicates a recommendation. Where the word 'should' is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

4.8 Traffic control device

Difference

Any sign, signal, pavement marking or other installation placed or erected under authority of the *Transport Operations (Road Use Management) Act 1995* for the purpose of regulating or guiding road users.

4.13 Registered Professional Engineer of Queensland (RPEQ)

New

A person who is registered as a Registered Professional Engineer of Queensland (RPEQ), under the *Professional Engineers Act 2002* (Qld) with the [Board of Professional Engineers of Queensland](#).

4.14 Innovative treatments

New

Innovative treatments that provide improved safety, efficiency, and/or value-for-money outcomes are encouraged. Such treatments may include:

- a) innovative use of current devices
- b) alternative device layouts using existing and/or improved devices, and/or
- c) new devices or practices.

New or improved devices, treatments, or practices require approval by the Department of Transport and Main Roads (see Section 8 for guidance about variations to optimal treatments) prior to their use or adoption.

For trials of new or innovative traffic control devices, treatments, or practices, a submission in accordance with the requirements of the Queensland *Manual of Uniform Traffic Control Devices* (MUTCD) Part 1 Clause 1.13 shall be submitted to TrafficEngineering.Support@tmr.qld.gov.au.

7 Application of signs and markings

7.2 Common treatments

Addition

At Clause 7.2(c) *Lanes on expressway type roads*, after points (i) and (ii), add the following point (iii):

- (iii) Where a bus or transit lane is not separated from other traffic lanes by a physical barrier, a painted island with chevron markings may be used in lieu.

8 Variation to treatments & Registered Professional Engineer of Queensland certification

New

This Part of the *Manual* contains mandatory requirements (*shall*), recommendations (*should*) and options (*may*). The application of these mandatory requirements and recommendations is intended to provide the optimal level of safety and traffic efficiency. It is acknowledged that, in some instances, variations to these requirements and recommendations may be necessary and, as such, variations to these requirements and recommendations may be undertaken as follows:

- a) Where recommendations (*should*) are not adopted, a risk assessment shall be undertaken and certified by a Registered Professional Engineer of Queensland (RPEQ).
- b) Where mandatory requirements (*shall*) are not adopted, a risk assessment shall be undertaken and certified by an RPEQ.

Notifications of variations to mandatory requirements (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au for information purposes and for the benefit of identifying potential future practice changes – not for approval or endorsement. These variations may include learnings that may be attributed to the variation of a *shall* requirement, such as operational, cost or safety impacts.

- c) Where innovative treatments (see Clause 4.14) that are outside the scope of the Queensland MUTCD are proposed to be adopted, a risk assessment shall be undertaken and certified by an RPEQ.
- d) All proposed innovative treatments require approval by Transport and Main Roads prior to their use or adoption. Requests for approval of innovative treatments (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au. As part of an approval to use or trial an innovative treatment, Transport and Main Roads may require that the applicant provides a detailed evaluation report on the performance and effectiveness of the treatment. Transport and Main Roads may use the results of the evaluation to identify potential future practice changes to this Part of the *Manual*.
- e) The use of options (*may*) is not a variation to the optimal treatment and does not require certification by an RPEQ.

