

Cross River Rail project

Coordinator-General's change report no. 14

July 2024

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The Country is sacred. Everything on the land has meaning and all people are one with it. We acknowledge First Nations peoples' sacred connection as central to culture and being. We acknowledge the stories, traditions and living cultures of First Nations peoples and commit to shaping our state's future together. The department recognises the contribution of First Nations peoples and communities to the State of Queensland and how this continues to enrich our society more broadly.

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1. Introduction

This report has been prepared pursuant to section 35I of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of proposed changes to the imposed conditions of the Cross River Rail (CRR) project (the project).

On 9 April 2024, the Cross River Rail Delivery Authority (CRR Delivery Authority) requested revisions to the scope of works approved for the Roma Street Station precinct and change to Imposed Condition 1 of the project-wide imposed conditions and recommendations. The proposed changes are described by CRR Delivery Authority generally as the 'Herschel Street pocket park' and removal of scope items, and consist of:

- closure of Herschel Street to vehicles between George and Roma Streets
- adjusting signalised intersections, footpaths, cycle infrastructure and urban design to accommodate the new arrangements
- maintaining the Inner Northern Busway station at its current location, removing the previously proposed design to shift the busway underground as part of the new Roma Street Station
- maintaining the current intersection arrangement at Roma Street and Parkland Boulevard.

This change report does not re-evaluate the project as a whole or revisit all the matters that have already been addressed in its assessment to date. Rather, this report considers the nature of the proposed changes and evaluates potential effects on the project and the environment.

In making the evaluation, the following have been considered in accordance with section 35H of the SDPWO Act:

- the nature of the proposed change and its effects on the project
- the currently evaluated project (including all required impact management and mitigation measures)
- the environmental effects of the proposed change and its effects on the project
- all comments received on the proposed changes
- the material mentioned in section 34A(1)(a) of the SDPWO Act to the extent it is considered relevant to the proposed change and its effects on the project.

This report prevails to the extent of any inconsistencies with the Coordinator-General's evaluation report dated 20 December 2012 and change reports approved by the Coordinator-General for the project to date.

2. About the project

2.1 The proponent

The proponent for the project is the CRR Delivery Authority, an independent statutory body established under the *Cross River Rail Delivery Authority Act 2016* to facilitate and manage the delivery of the project. The CRR Delivery Authority commenced operation on 14 April 2017.

2.2 The project

The project is a 10.2 kilometre (km) north-south rail line connecting Dutton Park to Bowen Hills with 5.9 km twin tunnels under the Brisbane River and Central Business District. The project also includes new underground stations at Boggo Road, Woolloongabba, Albert Street, and Roma Street, with upgrades to the existing Exhibition Railway Station and stations between Fairfield and Salisbury. Construction of the project commenced on 19 September 2019.

The Coordinator-General's evaluation report on the environmental impact statement (EIS) for the project was released on 20 December 2012. Since this time, 13 Coordinator-General's change reports (CGCRs) have been prepared, approving various changes to the project or conditions of the project.

Further information on the project and changes that have occurred since the project was originally approved in 2012 are detailed in the:

- CGCR 1 - dated 8 June 2017
- CGCR 2 - dated 30 August 2018
- CGCR 3 - dated 13 March 2019
- CGCR 4 - dated 26 June 2019
- CGCR 5 - dated 4 October 2019
- CGCR 6 - dated 7 May 2020
- CGCR 7 - dated 16 July 2020
- CGCR 8 - dated 19 November 2020 (amended 21 December 2020)
- CGCR 9 - dated 7 April 2021
- CGCR 10 - dated 9 June 2021
- CGCR 11 - dated 22 July 2021
- CGCR 12 - dated 28 January 2022
- CGCR 13 - dated 14 March 2022.

Collectively, these reports constitute the 'evaluated project'. These documents, the EIS and all subsequent change requests are available on the department's website at [Cross River Rail Project | State Development and Infrastructure](#).

2.2.1 Environmental management framework

Imposed conditions set by the Coordinator-General established an environmental management framework (EMF) for the project that the CRR Delivery Authority and their contractors must comply with. The EMF has been successfully implemented since September 2019, when the project commenced construction. The EMF stipulates how potential impacts during project construction, commissioning and operation are to be managed. The EMF is supported by:

- a rigorous compliance and reporting regime as set out in imposed conditions 5 and 6, and
- two appointed independent entities required by the imposed conditions that provide oversight of the project to increase rigour and transparency for the project. Both entities are required to be independent, appropriately skilled and experienced, and have been approved by the Coordinator-General to provide oversight for the implementation of the project's imposed conditions. Those entities are:
 - the Independent Environmental Monitor (imposed condition 7) and
 - the Independent Community Relations Monitor (imposed condition 8).

The EMF provides for a complaints management process through the implementation of the projects Construction Environmental Management Plan (CEMP).

2.2.2 Design review process

CRR Delivery Authority has a rigorous design and design review process which was established at the commencement of the project. The design review process includes consultation with and input from key stakeholders including project sponsors and returned work owners. Works are required to be designed in accordance with a range of project design requirements, which include relevant Australian and International Standards, and Coordinator-General's imposed conditions.

The CRR Delivery Authority relies upon an independent certification and verification process, undertaken by subject matter experts and suitably qualified professionals, including Registered Professional Engineers of Queensland (RPEQs). These professionals ensure the approach to the design, the features of the design, and the design methodology meet the project's requirements. Where necessary, the independent certifier is required to find a safe and practical balance between competing stakeholder interests.

3. Change report process

On 9 April 2024, the CRR Delivery Authority submitted a request for revisions to the scope of works approved for the Roma Street Station precinct and change to Condition 1 of the project-wide imposed conditions and recommendations. The Coordinator-General sought clarification on a number of matters throughout the process, and for the purpose of this report, the request submitted on 09 April 2024, the response to submissions and consultation report received on 28 June 2024, are collectively referred to throughout this report as the request for project change.

A Coordinator-General's change report to amend the approved scope and imposed conditions for the project is required to give effect to the changed scope.

This request for project change is the fourteenth change application made in accordance with section 35C of the SDPWO Act for the project. The request for project change addresses the requirements of section 35E of the SDPWO Act, in that the written application describes the proposed changes and their effect on the project and states reasons for the proposed changes. The reasons and details for the proposed changes to the project are summarised below and detailed in the request for project change, which is publicly available at [Cross River Rail Project | State Development and Infrastructure](#).

3.1 Project change details

The request for project change seeks changes to Imposed Condition 1 (General Conditions) to include references to revised project drawings showing the proposed changes and removing references to infrastructure no longer proposed to be delivered as part of the project.

The proposed changes to the Roma Street Station precinct include:

- Closing Herschel Street to vehicles between George and Roma Streets to create the Herschel Street Pocket Park. Pedestrian and active transport paths, and urban landscaping will be installed to support safe, effective and efficient movement of passengers from the adjoining Supreme and Magistrate Courts and George Street precincts across Roma Street to the station precinct.
- Adjusting Roma Street/Herschel Street/George Street signalised intersections, footpaths, cycle infrastructure and urban design to accommodate the new pedestrian and traffic arrangements.
- Optimising the vehicle traffic movements along Roma Street, including adjustments to Makerston Street to provide a right-turn facility for east-bound vehicles on Roma Street (which replaces the right-turn function that will be removed from Herschel Street).
- Removing the proposal to shift the Roma Street section of the Inner Northern Busway underground from the scope of the project, which also results in retaining the existing Parkland Boulevard / Roma Street intersection alignment.

Notably, the area of Herschel Street between George and Roma Streets to be closed to vehicular traffic will retain the underlying tenure of the area, which is currently designated as 'road'. The tenure is being retained to preserve the Queensland Government and Brisbane City Council's ability to amend vehicle and pedestrian movement arrangements within the Roma Street precinct over time as planning within the Roma Street Cross River Rail Priority Development Area progresses.

3.2 Reasons for change

The change request has been made in response to further project design work that CRR Delivery Authority has carried out since 2019 to optimise the Roma Street station pedestrian connection and associated vehicle movement arrangements along Roma Street.

The CRR Delivery Authority report that the closure of Herschel Street to vehicles between George and Roma Streets is consistent with the Roma Street Cross River Rail Priority Development Area Development Scheme (July 2021). A deliverable of the Development Scheme is the Herschel Street Pocket Park, to be constructed by the CRR Delivery Authority.

The change request has also been made due to the Queensland Government decision (August 2021) to retain the Inner Northern Busway at Roma Street on its current alignment, grade and configuration, rather than undergrounding as previously approved in the evaluated project. As a result of this decision there will be no requirement to reconfigure the intersection of Parkland Boulevard and Roma Street.

3.3 Public notification

In accordance with section 35G of the SDPWO Act, the proposed change to the project was publicly notified from 29 April 2024 to 13 May 2024.

Details of the proposal were made available via the following avenues:

- advertisement in the Courier Mail
- Coordinator-Generals' and the CRR Delivery Authority websites
- social media posts including on Facebook and Instagram
- information signage at Roma Street Station
- letterbox drop to 3,500 properties within 250m of the Roma Street Station precinct
- email to 3,400 registered addresses in the stakeholder database
- community information sessions held at the CRR Experience Centre, and
- project hotline and project email were available 24 hours a day for enquiries.

A total of 21 submissions were received from:

- 15 private submitters
- 2 community-based organisations
- Brisbane City Council
- Department of Transport and Main Roads
- Department of Justice and Attorney-General, and
- Economic Development Queensland.

Key issues raised in submissions on the proposed changes to the project are outlined in Table 3.1. I have considered all issues raised in submissions made on this change application.

Table 3.1 Summary of submissions

Submission topic	Key issues raised
Pedestrian management	Changes to current pedestrian arrangements including: <ul style="list-style-type: none"> • removal of existing scramble crossings on Roma Street (Makerston and Herschel Street intersections) • perception of vehicle priority in the precinct • perceived loss of pedestrian connectivity, and • the capacity of the new footpaths to manage expected pedestrian numbers.
Active transport	Changes to current active transport arrangements including: <ul style="list-style-type: none"> • creation of new conflict points between bike paths, active transport users, pedestrian access and traffic, and the perceived safety of these points. • extent of project works, and the consequential lack of direct access to the surrounding bike network, including the Northern Bikeway and the Bicentennial Bikeway.
Traffic management	Changes to existing traffic arrangements including: <ul style="list-style-type: none"> • motorists required to find new traffic routes with the closure of Herschel Street to vehicles. • subsequent traffic congestion and travel time impacts, from the road closure and changed vehicle movements. • delays due to phase timing for traffic-controlled intersections • perceived decrease in road safety, through changed vehicle movements in the precinct.
Project design generally	Submitters raised concerns, or offered alternative solutions, with respect to: <ul style="list-style-type: none"> • whether the project is demonstrating leading practice urban and transport design • bus and active transport lanes in the wider area and precinct – separate bus and bike lanes preferred for safety • drop-off/kiss-n-ride solutions, including retaining Roma Street infrastructure • impact on land management and property boundaries as a result of the construction of the pocket park • reversing the scope of the INB underground was not preferred from a commuter and public amenity perspective.
Consultation	<ul style="list-style-type: none"> • Submitters raised concerns with the adequacy and extent of consultation of detailed design (separate to the change application process).

The CRR Delivery Authority provided a response to submissions (June 2024), which incorporated additional information requested to inform CG’s evaluation, and the Consultation Report (June 2024).

The CRR Delivery Authority’s response to submissions is available for viewing on the Department’s website at [Cross River Rail Project | State Development and Infrastructure](#).

4. Evaluation of the proposed changes – Herschel Street pocket park

The CRR Delivery Authority has requested changes to the approved design in the Roma Street Station precinct to allow the construction of a pocket park. The CRR Delivery Authority is proposing to close a short two-way section of Herschel Street, between Roma Street and George Street, to vehicles to accommodate the construction of a 'pocket park'. The pocket park will result in improvements to pedestrian and cycle connectivity between Roma Street Station and the Courts precinct, and beyond.

4.1 Construction impacts

The CRR Delivery Authority anticipates the construction of the pocket park will take approximately 4 months.

Construction activities include demolition of the existing pavement and garden beds, concreting, footpath resurfacing, landscaping, relocation and reinstatement of existing artwork (kangaroo statue), installation of street furniture, and site rehabilitation.

Once the road has been closed to vehicles, the construction site will be established in two stages. Stage 1 (Figure 4.1 below) involves the installation of hoarding (solid and temp fencing), construction of ramps, and removal of an existing garden bed to create a wider footpath to maintain pedestrian and cycle access through the site during the construction phase. Once the new wider path is established, Stage 2 (Figure 4.2) will commence with the road and existing pedestrian island being hoarded off.

Stage 1 – Site Establishment

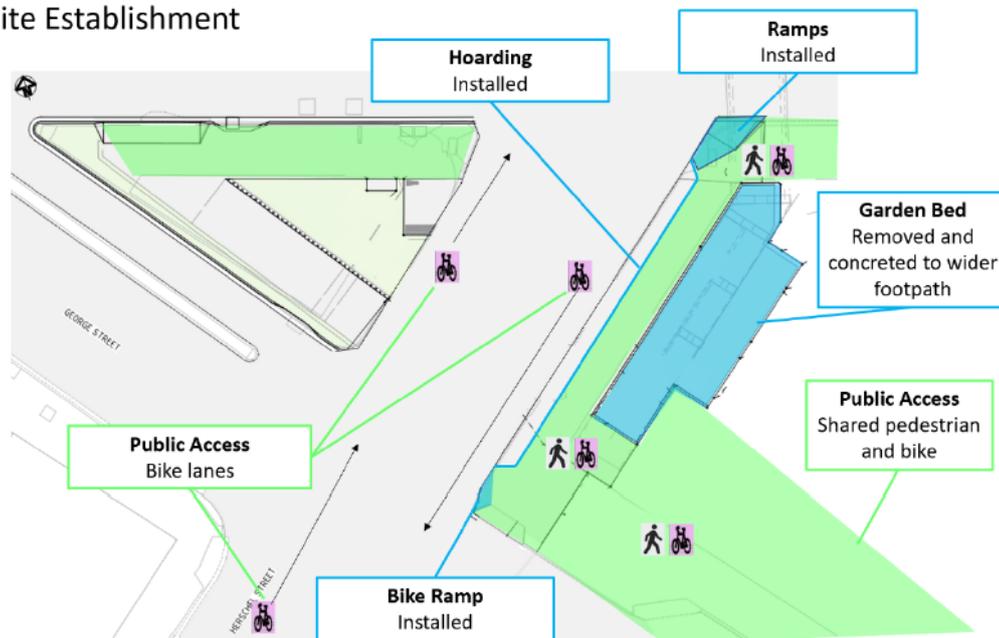


Figure 4.1 Construction Stage 1 – Site Establishment

Stage 2 - Construction



Figure 4.2 Construction Stage 2 – Construction

Works on Makerston Street are likely to include road marking, removal of existing kerbs and reconfigured stopping bays.

4.1.1 Vehicular traffic

The construction works will require the movement of up to 112,000 tonnes of material (for both demolition, and material delivery) and will utilise existing approved and established haulage routes. The CRR Delivery Authority anticipate an average of 6 trucks per hour will be required to undertake the works.

The construction site will require a vehicle access gate, which will be located on Roma Street. Heavy vehicles will be required to access the site to remove construction and demolition waste, and for materials delivery, however due to the size of the construction area, access by heavy vehicles will be limited. An options assessment was undertaken and the preferred solution to manage construction vehicles is to temporarily close the left hand (west bound) lane of Roma Street and load in and out into the construction site. This will be undertaken at night only to minimise disruption and avoid impacts on daytime and peak traffic.

Construction traffic will be managed in line with the site-specific Construction Traffic Management Plan (CTMP), which will be revised to account for the proposed changes and will remain consistent with the project's EMF. Pedestrian and cyclist connectivity, existing bus traffic and bus routes will be maintained during the construction period.

The CRR Delivery Authority indicates that the site specific CTMP will be updated upon confirmation of the detail of construction planning and following approvals with key stakeholders including Brisbane City Council. The updated CTMP will ensure the following aspects are maintained throughout the construction phase:

- safe operation of the signals at the George Street / Herschel Street intersection and safe movement of pedestrians, cyclists (including personal mobility device (or e-wheeling) users)

- safe access/movement at the entry to the shared path from Roma Street for people walking, riding and using personal mobility devices (or e-wheelers)
- safe operation/movement of buses at the George Street / Herschel Street intersection and along Roma Street.

Construction associated with the works on Makerston Street will be undertaken in line with the revised CTMP, and due to the minor nature of the works required in this area, is unlikely to have any significant impact on traffic or traffic flows. I consider that the CRR Delivery Authority have adequately identified the construction phase impacts to traffic, and that they can be managed and minimised through the implementation of the site-specific CTMP. I note any revisions to the CTMP, as part of the CEMP, are to be endorsed by the independent Environmental Monitor as consistent with the imposed conditions. I consider that the use of existing approved haulage routes and reducing heavy vehicle construction access to night-time will help to reduce impact to traffic routes and traffic flows in the area.

Refer to Operational Traffic Impacts at Section 4.2.1 for operational impacts on vehicular traffic resulting from the closure of Herschel Street between George and Roma Streets to vehicles.

4.1.2 Air quality

The CRR Delivery Authority indicates there are sensitive community and open space receptors adjacent to the site including residential buildings, office buildings and short-term accommodation providers. Transient sensitive receptors such as public transport passengers (utilising the nearby Roma Street station and busway) and local office workers are also likely to be affected by the construction works.

The CRR Delivery Authority indicates dust generation will occur from demolition and construction activities such as removal and resurfacing of the road and landscaping. It is anticipated that vehicle emissions may increase in the short term in the immediate area due to an increase in construction traffic.

Dust management and suppression measures will be implemented, and dust deposition monitoring will continue in line with the approved CEMP and EMF.

I consider that the construction of the Herschel Street Pocket Park is unlikely to cause significant air quality impacts. I expect CRR Delivery Authority to comply with imposed Condition 13 which sets air quality criteria and goals for construction activities (Appendix 1, Part C, Condition 13 of the Project Wide Imposed Conditions and Recommendations).

4.1.3 Noise and vibration

As with air quality, there are sensitive community and open space receptors adjacent to the site including residential buildings, office buildings and short-term accommodation providers including Abbey Apartments and Meriton Apartments.

Noise and vibration effects may be felt from demolition and construction activities such as surface preparation, and use of demolition tools and heavy machinery. The CRR Delivery Authority indicates that the works are predicted to be 2 decibel to 11 decibel quieter than previously Coordinator-General approved demolition activities.

Mitigation measures will be implemented in accordance with the CEMP and EMF, including the installation of solid hoarding around the construction site at ground level to mitigate impact to adjacent and nearby receptors.

I consider that the construction of the pocket park is unlikely to cause significant noise and vibration impacts. CRR Delivery Authority are required to comply with Imposed Condition 11 (Appendix 1, Part C of the Project Wide Imposed Conditions and Recommendations) which enforces noise goals for human health and well-being at sensitive places. Any impacts will be managed in accordance with the EMF.

4.2 Operational impacts

4.2.1 Traffic

4.2.1.1 Pedestrian traffic

The Herschel Street Pocket Park is proposed to improve pedestrian connectivity between Roma Street Station and the Courts precinct. The existing scramble crossing between Roma and Herschel Streets will be replaced by a new pedestrian crossing over Roma Street. This pedestrian crossing is proposed to be 7m in width, while the footpath within the pocket park (along the George Street frontage) is proposed to be 4m in width. These widths have been determined by a pedestrian modelling assessment and through compliance with the CG imposed Environmental Design Requirements (refer to Section 2.2.1).

A pedestrian modelling assessment, based on these footpaths and crossing widths, was undertaken to confirm that the design was adequate. Levels of Service (LOS) were modelled for the 2036 AM and PM peaks for a 5-minute period.

LOS is a qualitative description of the perceived quality of service. LOS translates complex numerical performance results (relating to aspects such as speed, time, delay, density, traffic interruptions, comfort and safety) into a simple LOS A to F designation. LOS A represents the best operating condition and service quality from the users' perspective, whilst LOS F represents the worst operating conditions and would be considered an intersection failure and unsatisfactory by users.

For context, the Roma Street precinct, due to its highly constrained road, bus, cycle and pedestrian network and number of users, generally operates between LOS C or LOS D, dependent on AM or PM peak, with some approaches rating as LOS E in baseline conditions.

The project requires that LOS C is the performance criteria adopted for assessing the operation of the signalised pedestrian crossing.

For the AM peak, walkways generally meet the LOS C target both north and south bound. Queuing on the northern side of the crossing (Roma Street Station) reaches localised LOS D, however the CRR Delivery Authority indicate there is sufficient space to allow for queuing without impeding through-movement circulation. For the PM peak, walkways and queuing meet the LOS C target in both directions.

I note submissions raised concerns about the removal of scramble crossings along Roma Street, and changes to the pedestrian network as a result of the change. The CRR Delivery Authority have indicated that the design finds a balance between the often-competing demands of stakeholders (pedestrians, bus and traffic movements and active transport) within an already constrained part of Brisbane. Prior to construction, the safety and functionality of the proposed design will be reviewed and certified (if adequate) by a Project Independent Certifier in accordance with the design review process outlined in Section 2.2.2.

I conclude that the proposed design including crossing widths, queuing space, pathways and signal timing will be sufficient for the expected pedestrian demand.

4.2.1.2 Cycling traffic

Cycling connectivity is proposed to be retained between Herschel and Roma Streets via a new shared use path through the pocket park. This will be facilitated via:

- a short new section of 2-way cycle track along Roma Street and through the pocket park, for people riding from Roma Street Parklands, with bicycle ramps for access to / from Roma Street.

- existing on-road cycle lanes across the George Street / Herschel Street intersection with bicycle ramps for access to / from George Street and the Copenhagen bicycle facility (towards Tank Street/Turbot Street).

I note submissions raised concerns about the potential conflict between pedestrians, active transport users and traffic, lack of connections to existing cycle infrastructure and the adequacy of existing cycle infrastructure.

I note that connections to existing cycle infrastructure and adequacy of the existing infrastructure are matters outside of the scope of the change application, and that these matters may be considered as part of future planning for the Roma Street Priority Development Area.

The CRR Delivery Authority have indicated that the design finds a balance between the demands of stakeholders, including users such as pedestrians, bus and traffic movements and active transport, whilst not constraining future planning in the area.

I note that the design of the cycle tracks along Roma Street and through the pocket park is subject to detailed design and certification process by a Project Independent Certifier. I consider that the final project design will provide the safest outcome for active transport users in the heavily constrained intersection and require CRR Delivery Authority to meet Item 1 c) of the Environmental Design Requirements, which enforces pedestrian and cycle pathways in the vicinity of stations are designed in accordance with Rail Infrastructure Manager's and TMR's requirements.

4.2.1.3 Public transport

Proposed changes to bus infrastructure include lengthening the existing bus stop on Roma Street (adjacent to the Roma Street station), and updates to the configuration of the bus lane along Roma Street and alongside the new Herschel Street pocket park.

Submissions have raised safety concerns regarding the unsignalised right hand bus turning lane from Roma Street to George Street and with the pedestrian crossing being moved approximately 40m closer to the intersection. This provides less time and certainty for bus drivers to proceed through the intersection. The CRR Delivery Authority are undertaking further assessment to determine adequate safety controls in consultation with Brisbane City Council and I expect this consultation to continue until a safe design solution is reached. I am satisfied this aspect will be considered through the design review process outlined in Section 2.2.2.

I note that bus access to George Street will be maintained throughout construction and operation of the pocket park, with no disruptions to current bus routes expected.

4.2.1.4 Vehicular traffic

The construction of the pocket park necessitates the closure of a small section of Herschel Street to vehicles.

To accommodate the proposal, the CRR Delivery Authority proposes:

- updates to the signalised intersection of Makerston and Roma Streets through the addition of a right-turn from Makerston Street onto Roma Street so that vehicles can head east-bound on Roma Street (replacing the removal of the right turn from Herschel Street)
- reconfigured Kiss 'n' Ride, rideshare and taxi stopping bays on Makerston Street for improved access to the station
- altered pedestrian crossing location and configuration from the Courts precinct area across to Roma Street to facilitate more effective pedestrian and traffic movement

- updated bus and cycle lane configuration adjacent to portion of Herschel Street being closed
- improved road surfaces throughout
- alteration of the intersection with Herschel Street that both lanes heading north-east bound can only turn left onto George Street
- removal of right turn ability onto Herschel Street from George Street.

This closure removes the ability to travel eastbound from George Street, or from North Quay via Herschel Street, and westbound from Roma Street to Herschel Street and onto North Quay. As a result, traffic redistribution in the local area will be required, with alternate eastbound and westbound routes to be sought for affected vehicles. The CRR Delivery Authority indicates that relatively small numbers of vehicles currently use this section of Herschel Street, and these are outlined below:

- vehicles travelling from Herschel Street through George Street onto Roma Street
 - 25 vehicles per hour in the AM peak
 - 10 vehicles per hour in the PM peak
- vehicles travelling from George Street turning right onto Herschel Street then Roma Street
 - 40 vehicles per hour in the AM peak
 - 140 vehicles per hour in the PM peak
- vehicles travelling from Roma Street eastbound turning left onto Herschel Street, through George Street and onto North Quay
 - 245 vehicles per hour in the AM peak
 - 180 vehicles per hour in the PM peak

The CRR Delivery Authority have undertaken a traffic impact assessment for the proposed works, which assessed the proposed changes in the context of existing and future traffic conditions, redistribution of traffic to accommodate the proposal, sequencing and signalling changes, the interface with the Brisbane City Council road network, and the resultant transport impact on the surrounding road network. As with pedestrian traffic, the project requires that vehicle traffic adopts LOS C as the performance criteria adopted for assessing intersection performance.

I acknowledge that several intersections are currently operating below the desired level of service (which is LOS C), and they remain below after the implementation of this change. Under the *Brisbane City Plan 2014*, administered by Brisbane City Council who manage the roads in this area, the area is mapped as 'highly constrained' and therefore there is some relaxation on the applicable level of service targets (as per section 4.4.2.1 of the Desired Standards of Service, *Brisbane City Plan 2014*).

The analysis undertaken has found that generally the level of service for all affected streets and intersections is maintained, or at times improved, during AM and PM peak in the future 2031 scenario, in comparison to the 'without Cross River Rail' scenario.

Submissions have been received that raise concerns on the interruption of existing traffic routes and travel patterns by the closure of Herschel Street to vehicles. I consider that alternate paths are readily available for diverted traffic including for example accessing Roma Street eastbound via Skew Street, or Roma Street westbound via Turbot Street.

I consider that the closure of a small section of Herschel Street to vehicles will have short term impact while motorists find and become accustomed to travelling and utilising alternate routes, however the benefits to pedestrians and improving pedestrian connectivity in the precinct outweighs this impact.

Traffic numbers, interfaces and levels of service in the vicinity will not be significantly impacted by the change into the future. Accordingly the impacts are found to be acceptable.

4.2.2 Air quality and Noise and Vibration

Once construction is complete and the pocket park is in use, no other project activities will be undertaken that may otherwise generate dust air, noise or vibration impacts on surrounding sensitive receptors. Ongoing traffic and resulting air quality and noise and vibration levels, will be consistent with the existing background levels.

4.2.3 Landscape and urban design

The pocket park includes the installation of additional landscaping and urban street furniture. I note that submissions have raised concerns regarding appropriate choice of plants, hard landscaping features and lighting to ensure that the pocket park does not encourage antisocial behaviour.

I expect that the CRR Delivery Authority will continue to consult with key stakeholders and ensure that appropriate *Crime Prevention through Environmental Design* principles have been incorporated to ensure that the pocket park does not result in detrimental social outcomes.

4.3 Notification of works

The Community Engagement Plan (Tunnel, Stations and Development (TSD) Package) requires the CRR Delivery Authority to provide advance notification of construction works to nearby community, directly affected persons and the general public. This plan also requires ongoing communication with stakeholders throughout the duration of the construction period. I require that CRR Delivery Authority continues to implement this plan and ensures adequate communication is undertaken prior to and during the construction works.

4.4 Coordinator-General's conclusions

I am satisfied that the closure of Herschel Street and the creation of the pocket park will not generate any material impacts. Further, I am satisfied that the existing imposed conditions enforce an appropriate management framework to address any expected impacts from construction. To ensure a safe and practical solution, the design is required to be undertaken in accordance with the Environmental Design Requirements outlined in Schedule 1 and the design review process outlined in Section 2.2.2.

Notification of works as required by the Community Engagement Plan (TSD) is required.

5. Evaluation of the proposed changes – reversal of approved works

The request for project change application seeks removal of references to the relocation and undergrounding of the Roma Street section of the Inner Northern Busway from the project's description and plans.

In August 2021, the then Minister for Transport and Main Roads, the Honourable Mark Bailey, representing the Queensland Government, announced its decision to retain the Inner Northern Busway at Roma Street on its current alignment and configuration, with no changes from its existing location and configuration. As a result of this decision there will be no requirement to reconfigure the intersection of Parkland Boulevard and Roma Street.

The proposed amendments to drawings in Volume 2 are outlined in below table.

Table 5.1 Proposed drawing amendments

CRRDA Drawing Number	Approved revision	Proposed revision	Title
General Arrangement Drawings			
CRR-003-AL-GA-217	F	H	General Arrangement Sheet 17
Station Drawings			
CRR-0003-ROM-GA-101	E	G	Roma Street Station Site Plan
CRR-0003-ROM-GA-102	E	F	Roma Street Station Platform Plan
CRR-0003-ROM-GA-103	E	F	Roma Street Station Sections

I consider that removing the undergrounding of the Inner Northern Busway at Roma Street station, including the reconfiguration of Parkland Boulevard intersection from the project scope, removes anticipated large scale construction impacts on the environment and surrounding sensitive receptors. I consider the effect of these changes on the evaluated project as administrative only, with revisions to Imposed Condition 1, referencing the General Arrangement and Station drawings in Volume 2 required. This aspect is considered in Section 6 below.

6. Evaluation of the proposed changes to the imposed conditions

The CRR Delivery Authority has requested changes to Imposed Condition 1(a) to allow works at the Roma Street precinct to be carried out generally in accordance with the updated design drawings. Table 6.1 below presents the details of proposed changes to Imposed Condition 1, which will enact the changes evaluated in this report.

The collective requested changes to condition 1 are depicted below where deletions are shown in ~~strike through~~ and additions are shown in **red**.

Table 6.1 Requested Changes to Imposed Condition 1

Requested Changes to the condition
<p>Condition 1. General conditions</p> <p>a. The project must be carried out generally in accordance with:</p> <ul style="list-style-type: none">i. the Cross River Rail Request for Project Change dated April 2024;ii. the drawings provided at Volume 2, Cross River Rail Request for Project Change dated April 2024;iii. the Cross River Rail request for Project Change dated April 2021, as amended by the Response to Submissions Report for the Cross River Rail Request for project Change dated June 2021;iv. the drawings provided at Volume 2, Cross River Rail Request for Project Change dated April 2021;v. the Cross River Rail Request for Project Change dated March 2021;vi. the Cross River Rail Request for Project Change dated November 2020vii. the Cross River Rail Request for Project Change dated August 2020viii. the Cross River Rail Request for Project Change dated May 2020ix. amendments to the Project identified in the Cross River Rail Request for Project Change dated June 2018;x. amendments to the Project identified in the Cross River Rail Request for Project Change dated November 2018;xi. the Cross River Rail Request for Project Change dated April 2019. <p>b. The proponent must notify the Coordinator-General and all nominated entities in Schedule 2 in writing of the commencement of Project Works and the commencement of the commissioning and operational phases of each 'construction site' at least 20 business days prior to the relevant commencement date.</p>

7. Coordinator-General's conclusion

This report concludes the Coordinator-General's evaluation of the proposed project changes pursuant to section 35I of the SDPWO Act. The evaluation has found that the requirements of the SDPWO Act have been satisfactorily met and that sufficient information has been provided to enable evaluation of the proposed changes to the conditions of the project.

The evaluation considers that the changes to the project's imposed conditions would result in acceptable overall outcomes. Accordingly, I approve the changes to the conditions for the Cross River Rail project as outlined in this report.

In accordance with section 35K of the SDPWO Act, the Coordinator-General's report on the EIS for the project, and the Coordinator-General's change report, both have effect for the project. However, if the reports conflict, this Coordinator-General's change report prevails to the extent of the inconsistency with earlier reports. The CRR Delivery Authority must implement all conditions.

Section 6 of this report replaces the previous Imposed Condition 1 of the evaluated project dated March 2022. The Cross River Rail: Project-wide imposed conditions and recommendations (June 2024) for the project reflect the changes and can be viewed online at [Cross River Rail project changes | State Development and Infrastructure](#).

The CRR Delivery Authority must implement all conditions in this report. In accordance with section 35L of SDPWO Act, this report will lapse when the Coordinator-General's report on the EIS lapses.

A copy of this report and all relevant EIS assessment documentation (including the revised project-wide imposed conditions and recommendations for the project) are available on the Department of State Development and Infrastructure's website at [Cross River Rail Project | State Development and Infrastructure](#).



Kerry Smeltzer

Assistant Coordinator-General
New Economy and Transition Coordination
(as delegate of the Coordinator-General)

Acronyms and abbreviations

Acronym	Definition
CEP	Community Engagement Plan
CEMP	Construction Environmental Management Plan
CGCR	Coordinator-General's change report
CRR project	Cross River Rail project
CRR Delivery Authority	Cross River Rail Delivery Authority
CTMP	Construction Traffic Management Plan
EIS	Environmental Impact Statement
EMF	Environmental management framework
LOS	Level of Service
OEMP	Outline Environmental Management Plan
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>

Glossary

Term	Definition
coordinated project	A project declared as a 'coordinated project' under section 26 of the SDPWO Act. Formerly referred to as 'significant project'.
Coordinator-General	The corporation sole constituted under section 8A of the SDPWO Act and preserved continued and constituted under section 8 of the SDPWOA Act.
imposed condition	A condition imposed by the Queensland Coordinator-General under section 54B of the SDPWO Act. The Coordinator-General may nominate an entity that is to have jurisdiction for that condition.
the project	The project described in the Coordinator-General's Evaluation Report dated 20 December 2012 and changed as a result of this and 13 other Coordinator-General's change reports (refer to section 2.2).

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