

Cross River Rail Boggo Road Priority Development Area

Kent Street Movement Corridor Guideline



Queensland
Government

Acknowledgment of Country

We acknowledge the Traditional Owners of the land on which we live and work

We pay our respects to the Elders, past and present

Throughout time, Brisbane, the land by the river, has been a path of transport for all people

A place of connection, a place of many tracks

The Ancestors and Elders travelled this terrain long ago

Following tracks that we follow today

We recognise their connection to this country, the waterways and community

As we build this path through Country

While we tunnel deep beneath our river

Laying tracks for greater connection, creating new places for the future

We acknowledge the rich traditions and stories of the past

At the many places we are working to bring this Project to life

Across Brisbane, the Gold Coast, and greater South-East Queensland

With an open heart and mind, we hope to learn from the traditions, stories, customs and practices of Australia's First Nations people

Together, as we build this track for the future.

The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to create place-based solutions that leverage regional strengths and unlock sustainable growth.

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1 Introduction

The Kent Street Movement Corridor Guideline (the Guideline) has been prepared to support the Priority Development Area (PDA) development requirements of the Boggo Road Cross River Rail (CRR) PDA Development Scheme (the Development Scheme) by providing design guidance for necessary upgrades to the Kent Street Movement Corridor within the Boggo Road CRR PDA.

The Kent Street Movement Corridor constitutes an important element of the Boggo Road CRR PDA movement network, providing key active transport connections from the CRR enhanced Dutton Park station through the Princess Alexandra Hospital (PAH) precinct, as well as accommodating vehicular access and servicing requirements. The extent of the Kent Street Movement Corridor is as illustrated on Map 3 – Boggo Road CRR PDA Structural Elements Plan of the Development Scheme.

The designs expressed in the Guideline are conceptual only, illustrating ultimate upgrades envisaged by the Development Scheme. Additionally, the Guideline also identifies interim design criteria to enable the development of the Ro1 and Ro2 development sites, located on the north-western side of the Kent Street Movement Corridor, should these sites develop prior to the PAH.

The Guideline comprises four main elements, including:

1. Introduction – providing an overview of the Guideline, its purpose and how it is structured.
2. Corridor considerations – providing schematic details of design considerations which have informed the ultimate upgrades.
3. Ultimate upgrades – providing details of relevant design standards together with conceptual illustrations and descriptions of necessary ultimate upgrades which, excluding Ultimate Upgrade Area 1, are triggered by the redevelopment of the PAH.
4. Interim upgrades design criteria – providing performance based design requirements to enable the development of the Ro1 and Ro2 development sites should these sites develop prior to the PAH.



Kent Street Movement Corridor

This map is indicative only and not to scale.

**Conceptual illustration of potential future development opportunities.*

2 Corridor Considerations

This section provides schematic details of design considerations which have informed the ultimate upgrades, including considerations relating to cycle and pedestrian connectivity, vehicular access and servicing, and streetscape enhancements.

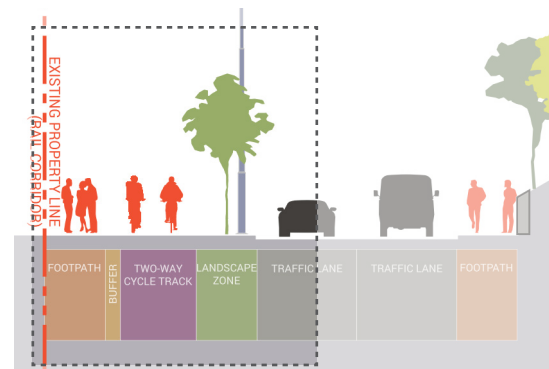
2.1 Cycle Connectivity

- Shared zone adjacent to CRR enhanced Dutton Park station
- Dedicated two-way cycle track to western side of Kent Street as per cross sections
- Pedestrian footpaths on both sides.



Key

- Dedicated two-way cycle track
- Access point
- Shared zone (cycle/vehicle)
- Indicative future elevated cycle connection
- Access to CRR enhanced Dutton Park station bicycle parking shelter
- Dutton Park station bicycle parking shelter



*Refer to the Department of Transport and Main Roads (TMR) Guideline "Selection and design of cycle tracks"

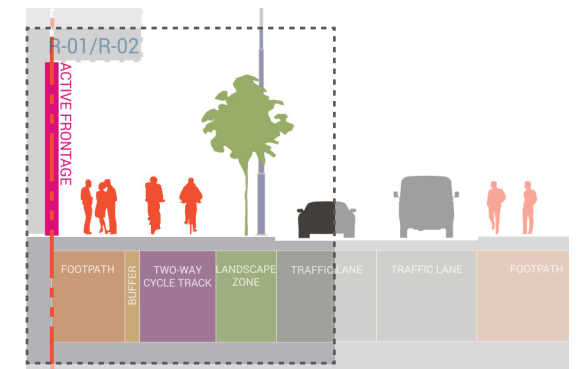
2.2 Pedestrian Connectivity

- Shared pedestrian/cycle path adjacent to CRR enhanced Dutton Park station
- Dedicated pedestrian path otherwise
- Landscape zone.



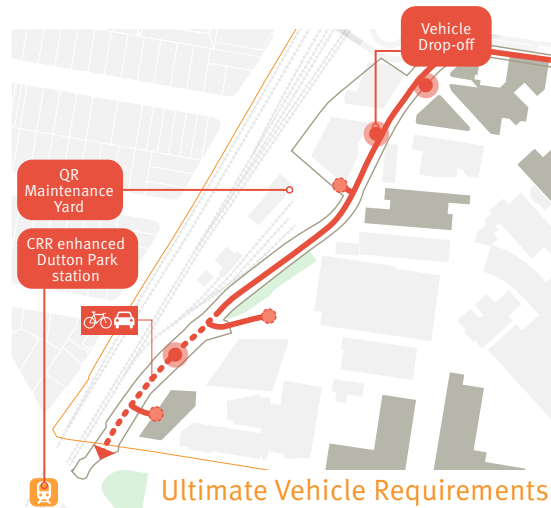
Key

- Dedicated pedestrian footpath and crossing points
- Indicative future elevated pedestrian connection
- Access to CRR enhanced Dutton Park station
- ★ Vertical transport access
- Drop-off point



2.3 Vehicular Access and Servicing

- Two-way roadway for the whole corridor (removal of Laundry Drive and interim servicing mandate)
- Connection to existing PAH road network at former Laundry Drive access.



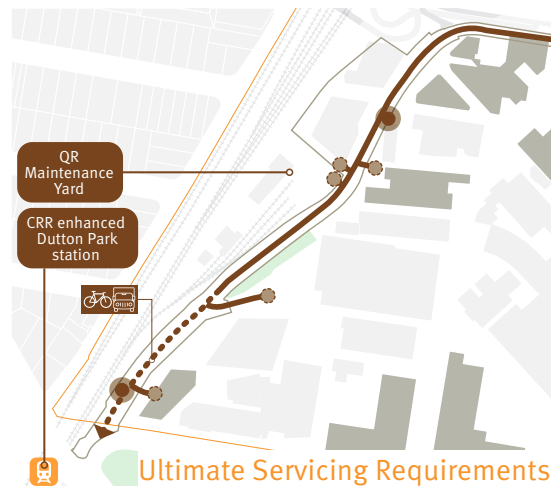
Key

General vehicles

- Two-way road
- - - Two-way shared zone
- ⊗ Access point
- Drop-off point

Service vehicles

- Two-way service road
- - - Two-way shared zone
- ▬ One-way service road
- ⊗ Access point
- Service point

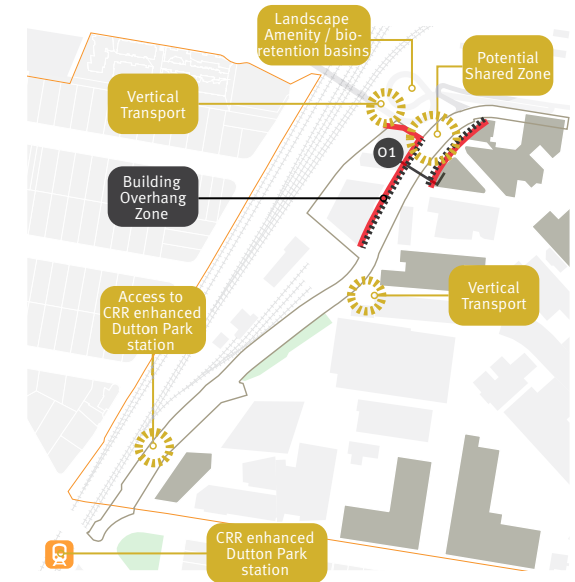


2.4 Streetscape Enhancements

- Additional active frontages to faces of development fronting public spaces (PAH-07/ PAH-10**)
- Additional potential overhangs to building facades fronting Kent Street for weather protection and activated outdoor space (PAH-07/ PAH-10**).

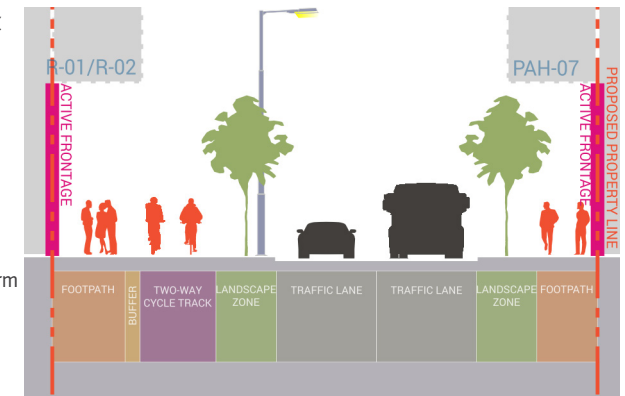
Anticipated Activity

- Embankment widening
- Buildings PAH-03**
- Potential laundry building replacement with PAH-07** and PAH-10**
- PACE₃**
- Connection of Kent Street to existing PAH road network.



Key

- Active frontage to built form
- ▬ Potential overhang zone
- ⊗ Important access points



** Conceptual illustrations of potential future development opportunities

3 Ultimate Upgrades

This section provides details of relevant design standards together with conceptual illustrations and descriptions of necessary ultimate upgrades which, excluding upgrades within Ultimate Upgrade Area 1 (refer to the Ultimate Upgrade Area Plan on page 7 of the Guideline), are triggered by the redevelopment of the PAH.

Relevant design standards are identified under section 3.1.

Conceptual illustrations and descriptions of necessary ultimate upgrades are identified under section 3.2.

3.1 Design Standards

Upgrades to the Kent Street Movement Corridor shall be designed to the relevant design guidelines such as, but not limited to the following:

- Traffic and Road Use Management particularly Volume 1 – Guide to Traffic Management (2016) Part 8: Local area traffic management
- TMR Guideline - Coloured surface treatments for bicycle lanes
- TN128 Selection and Design of Cycle Tracks
- Austroads: Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
- Relevant Council Standard Designs
- Queensland Urban Drainage Manual
- Australian Standard: AS/NZS 1158 - Lighting for roads and public spaces set
- Crime Prevention Through Environmental Design - Guidelines for Queensland.

Note - The design standards also apply to interim upgrades and form part of the Interim Upgrades Design Criteria identified in section 4 of the Guideline.

3.2 Conceptual Ultimate Upgrades

3.2.1 Ultimate Upgrade Areas

The Guideline divides the Kent Street Movement Corridor into four Ultimate Upgrade Areas, which are identified in the Ultimate Upgrade Area Plan.

Excluding Ultimate Upgrade Area 1, upgrades are triggered by the redevelopment of the PAH.



Ultimate Upgrade Area Plan

This map is indicative only and not to scale.

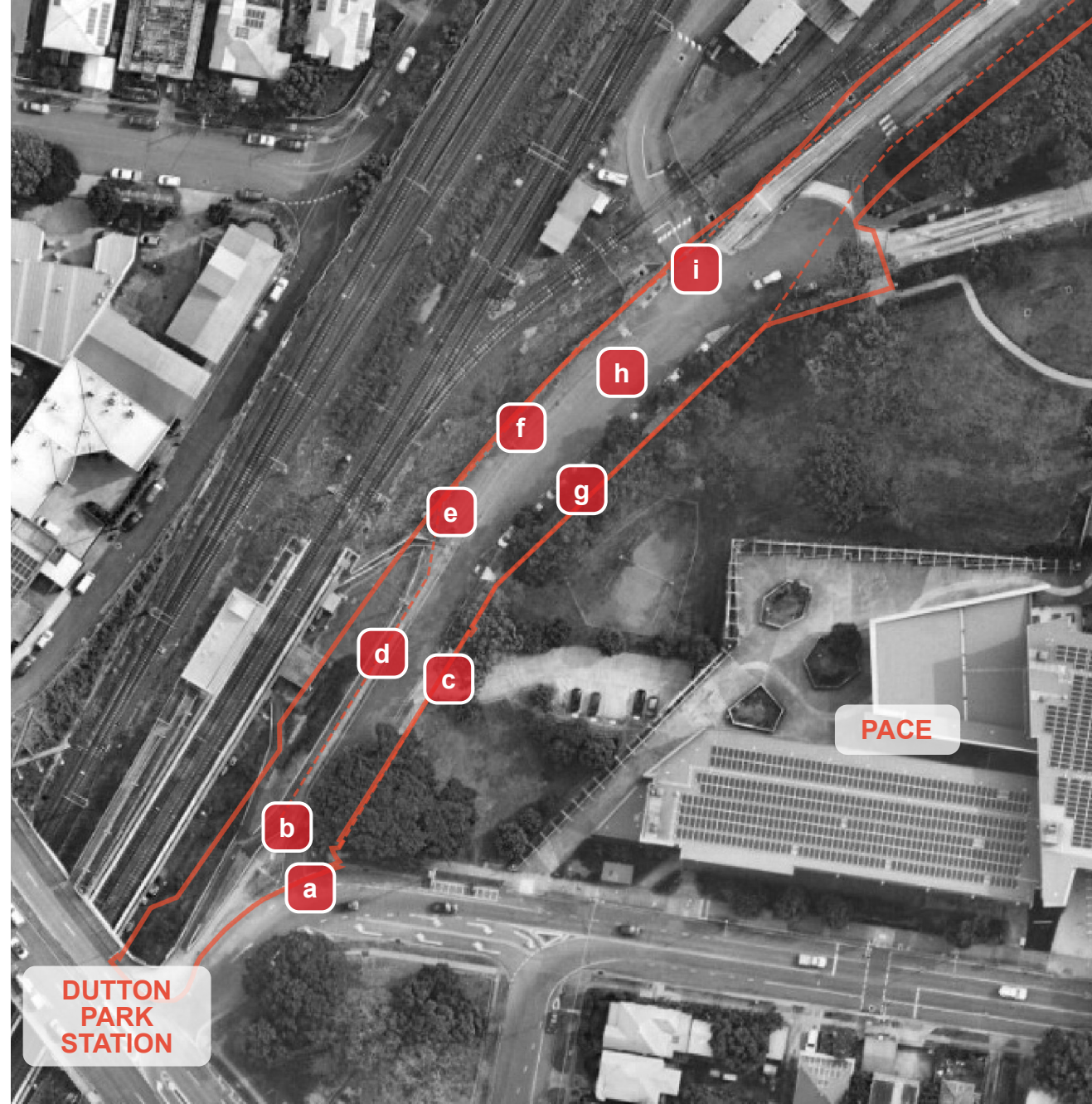
3.2.2 Ultimate Upgrade Area 1

CRR Enhanced Dutton Park Station

The main entry point into Kent Street off Cornwall Street is marked by the southbound platform of the CRR enhanced Dutton Park station (CRR delivery - 2025).

Existing conditions consist of:

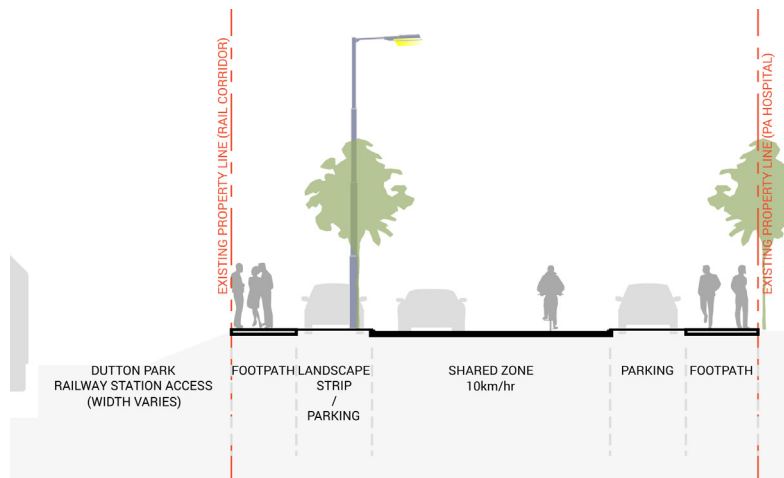
- a. Narrowed two-way vehicle access
- b. Narrow footpaths leading down to the current southbound platform
- c. Driveway access to Pharmacy Australia Centre of Excellence (PACE)
- d. No cycle provision
- e. Signed QR parking spaces and P10 spaces
- f. No pedestrian path on western portion of street
- g. Parallel car parking spaces
- h. Existing utility poles
- i. Access to existing railyard.



Existing Conditions Plan - Ultimate Upgrade Area 1

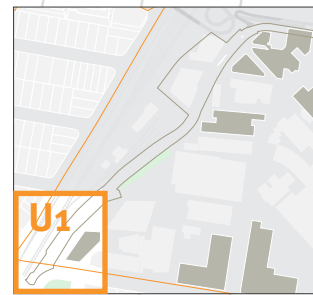
Ultimate Upgrade Area 1 - Triggers

The Area 1 upgrades are triggered by the Dutton Park station enhancements, delivered by the CRR Project. These works are expected to be completed by 2025. These upgrades involve the reinstatement of parking on the rail side of Kent Street and crossing points removed as part of CRR Tunnel Station Development (TSD) temporary works, ultimately delivering a low speed (10km/hr) shared zone. A transition point from the shared zone into a separated two-way cycle track is positioned north of the Translational Research Institute (TRI) access intersection.



Ultimate Upgrade Area 1 - Section

These sections and plans are indicative only and not to scale.



- | KEY | |
|-----|---|
| 1. | CRR enhanced Dutton Park station (2025) |
| 2. | Enhanced access to Dutton Park station (2025) |
| 3. | Dutton Park station bicycle parking shelter |
| 4. | QR maintenance space |
| 5. | Kiss and Ride shelter |
| 6. | Footpath access to CRR enhanced Dutton Park station delivered by (2025) |
| 7. | Existing car parking spaces |

Ultimate Upgrade Area 1 - Plan

*Conceptual illustration of potential future development opportunities.

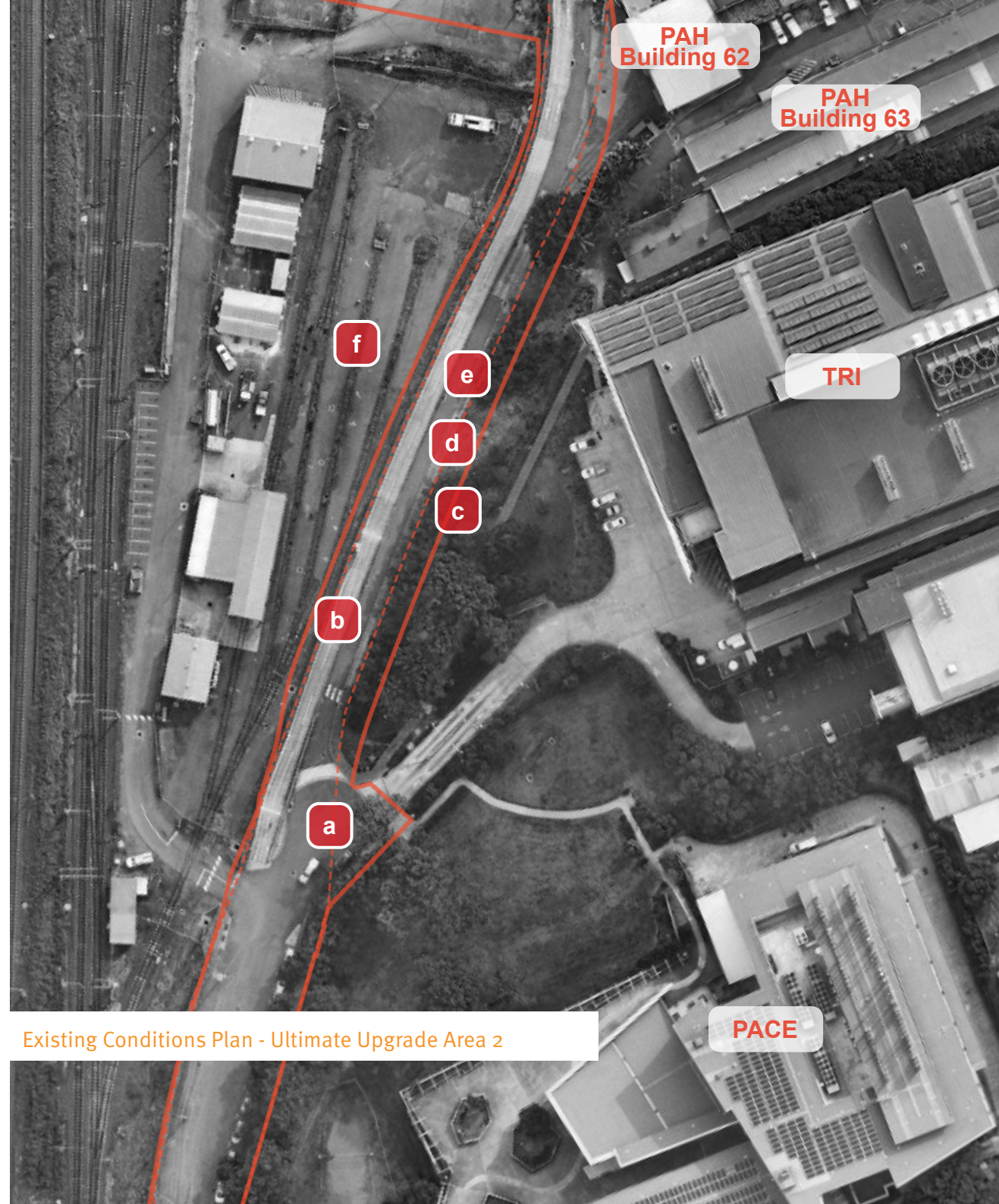
3.2.3 Ultimate Upgrade Area 2

Embankment

This portion of Kent Street is situated adjacent to TRI building and terminates at PAH Building 62.

Existing conditions consist of:

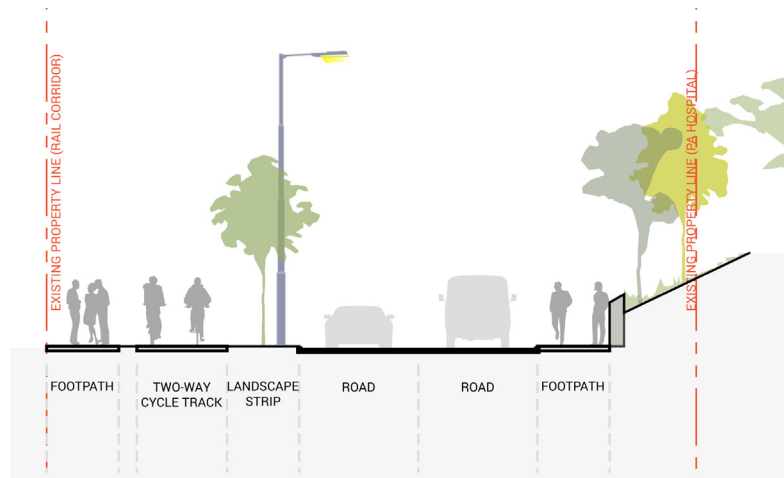
- a. Access to TRI building and general vehicles turnaround
- b. Shared pedestrian/cycle path on western side
- c. Existing embankment
- d. Narrow footpath adjacent to embankment
- e. Narrow one-way road
- f. Existing rail yard adjacent the section.



Existing Conditions Plan - Ultimate Upgrade Area 2

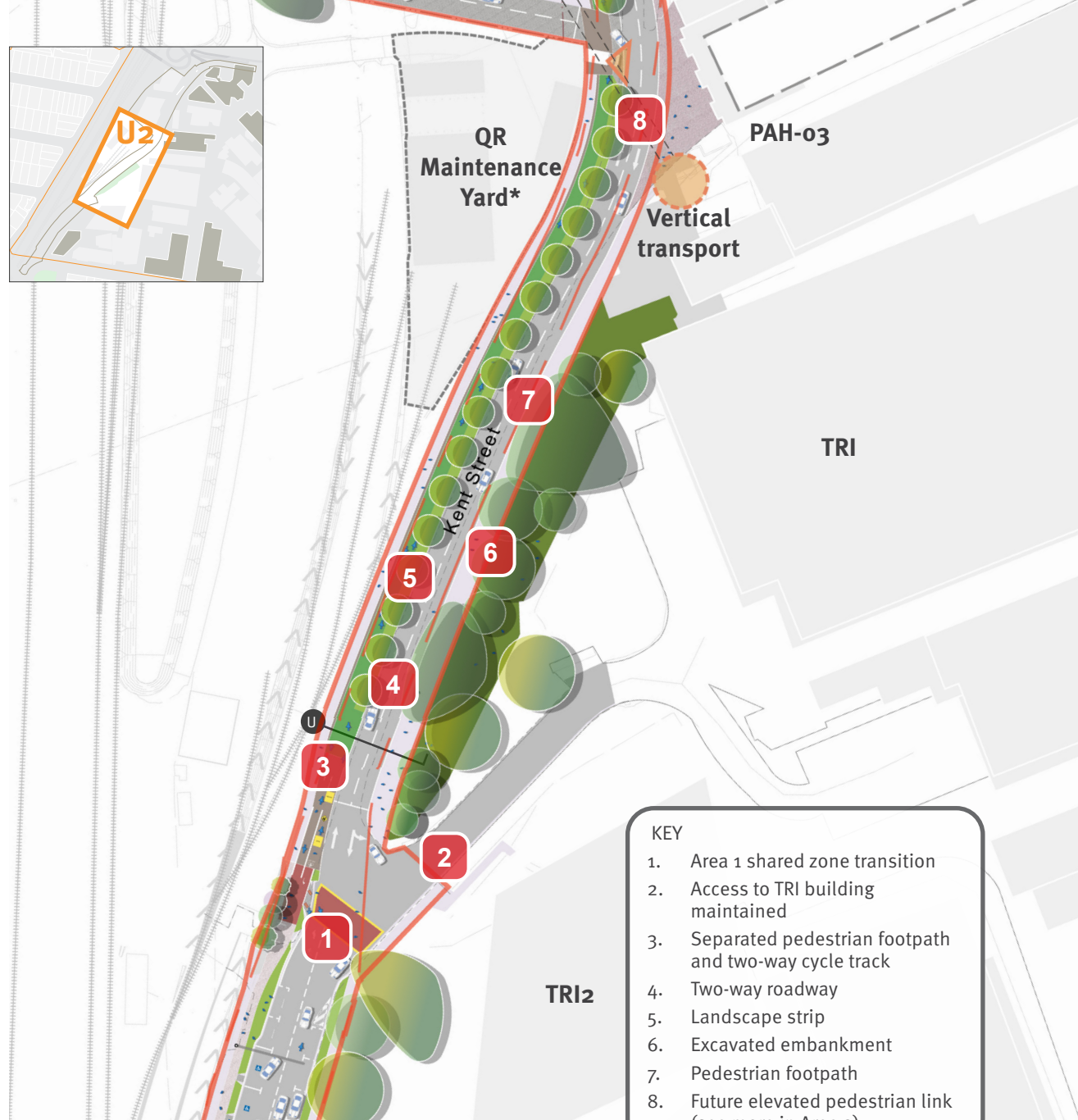
Ultimate Upgrade Area 2 - Triggers

Redevelopment of the PAH, including the replacement of the laundry building, triggers the Ultimate Upgrade Area 2 upgrades. These upgrades unlock the opportunity to provide a consistent two-way roadway for the full length of Kent Street extending through Laundry Drive to O’Keefe Street. It also enables the delivery of a separated two-way cycle track extending from the TRI2 building through to the central bridge.



Ultimate Upgrade Area 2 - Section

These sections and plans are indicative only and not to scale.



KEY

1. Area 1 shared zone transition
2. Access to TRI building maintained
3. Separated pedestrian footpath and two-way cycle track
4. Two-way roadway
5. Landscape strip
6. Excavated embankment
7. Pedestrian footpath
8. Future elevated pedestrian link (see more in Area 3)

Ultimate Upgrade Area 2 - Plan

**Conceptual illustration of potential future development opportunities.*

3.2.4 Ultimate Upgrade Area 3

Ro1/Ro2 Development

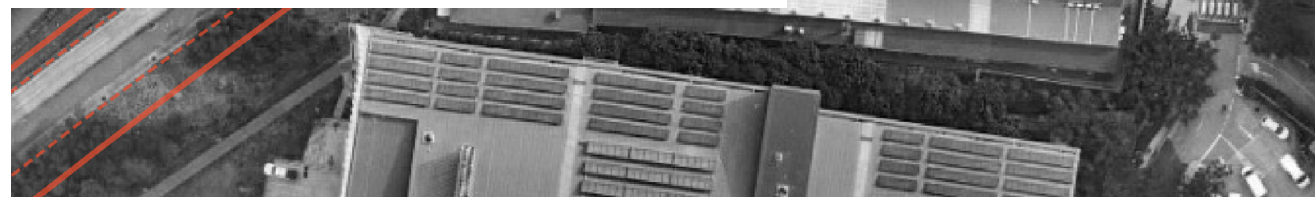
This portion of Kent Street sits between the existing rail yard and PAH Buildings 61 & 59. It is anticipated that the service access to the PAH buildings will be maintained.

Existing conditions consist of:

- a. Existing boom gate
- b. Service access to PAH Building 62
- c. Waste bins to the rear of PAH Building 59
- d. Shared pedestrian/cycle path
- e. Medical gas storage & loading area.

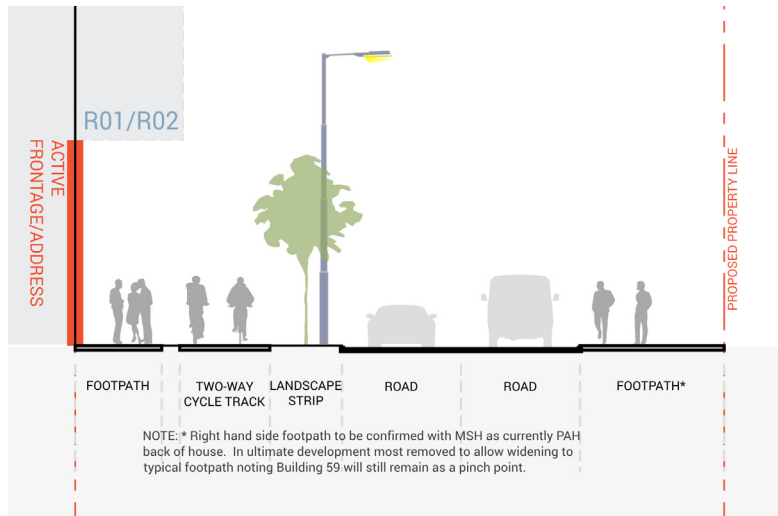


Existing Conditions Plan - Ultimate Upgrade Area 3



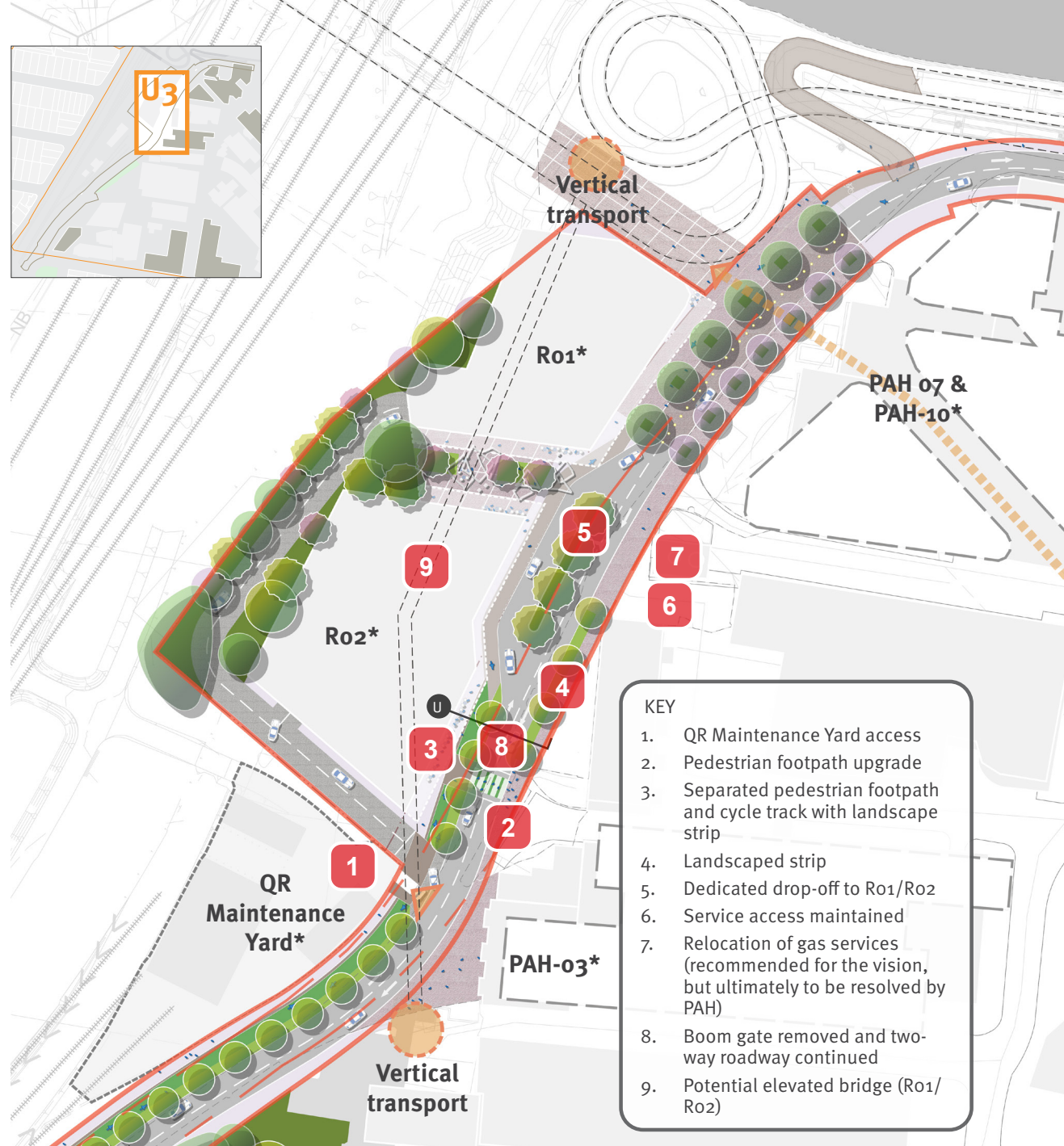
Ultimate Upgrade Area 3 - Triggers

Development of the PAH, including potential redevelopment of the laundry building, unlocks the opportunity to provide a consistent two-way roadway for the full length of Kent Street extending through Laundry Drive to O'Keefe Street. This enables the removal of the interim boom gate and turn around facilities creating opportunity to deliver a dedicated drop-off zone adjacent to the Ro1/Ro2 development sites. Continuation of the separated pedestrian footpath and two-way cycle track with landscaped strips are also enabled.



Ultimate Upgrade Area 3 - Section

These sections and plans are indicative only and not to scale.



- KEY**
1. QR Maintenance Yard access
 2. Pedestrian footpath upgrade
 3. Separated pedestrian footpath and cycle track with landscape strip
 4. Landscaped strip
 5. Dedicated drop-off to Ro1/Ro2
 6. Service access maintained
 7. Relocation of gas services (recommended for the vision, but ultimately to be resolved by PAH)
 8. Boom gate removed and two-way roadway continued
 9. Potential elevated bridge (Ro1/Ro2)

Ultimate Upgrade Area 3 - Plan

*Conceptual illustration of potential future development opportunities.

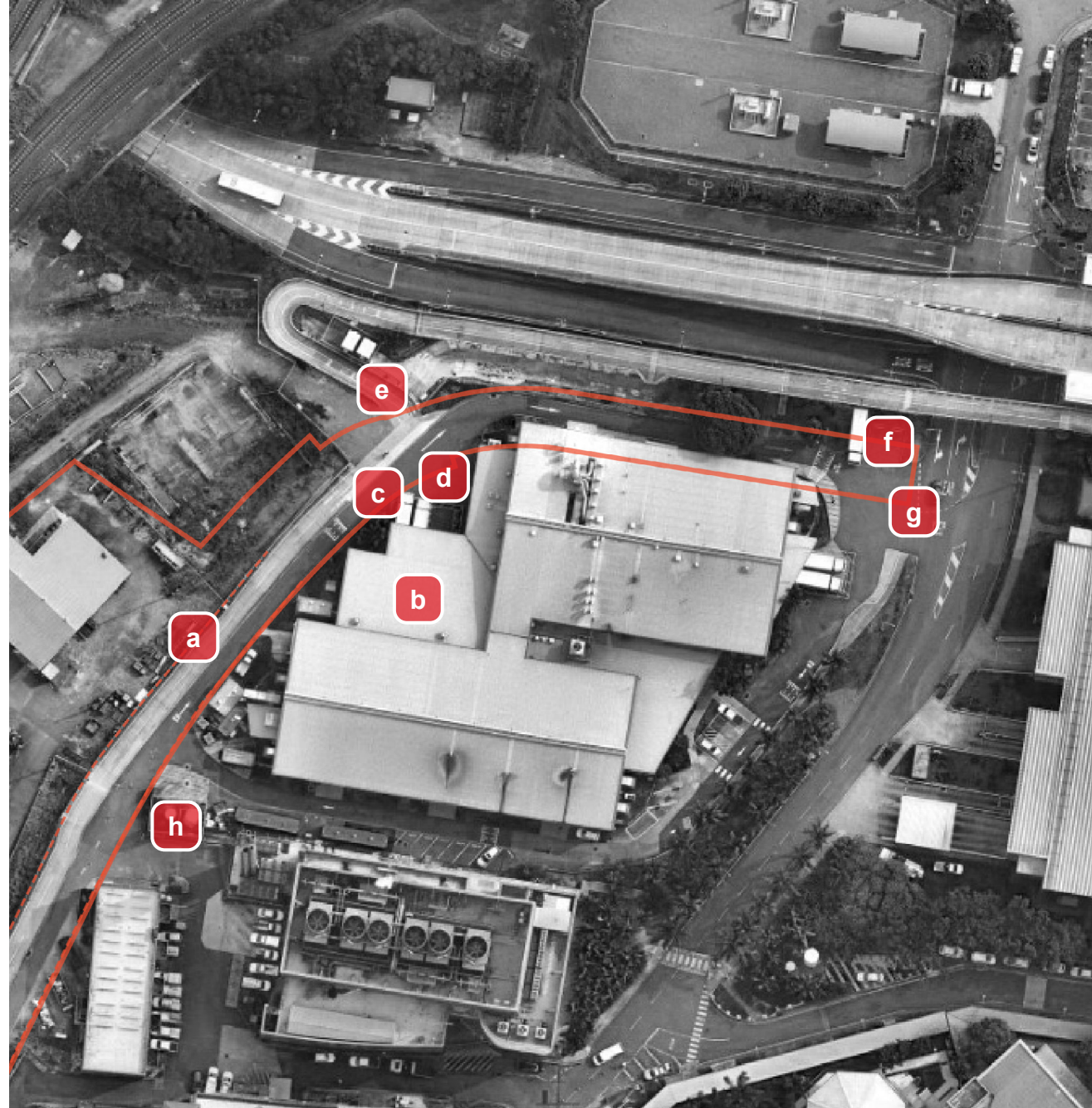
3.2.5 Ultimate Upgrade Area 4

Laundry Building

This northernmost portion of Kent Street is the location of the landing of the future central bridge, and also the current vehicular access to the laundry building.

Existing conditions consist of:

- a. Retaining walls
- b. Laundry building (existing long term lease)
- c. One-way circulation roadway
- d. Laundry building loading dock
- e. Pedestrian and cycle access to PAH busway station and Eastern Veloway
- f. Laundry vehicle parking
- g. Access to laundry building via O'Keefe Street
- h. Medical Specialist Gas Facility.



Existing Conditions Plan - Ultimate Upgrade Area 4

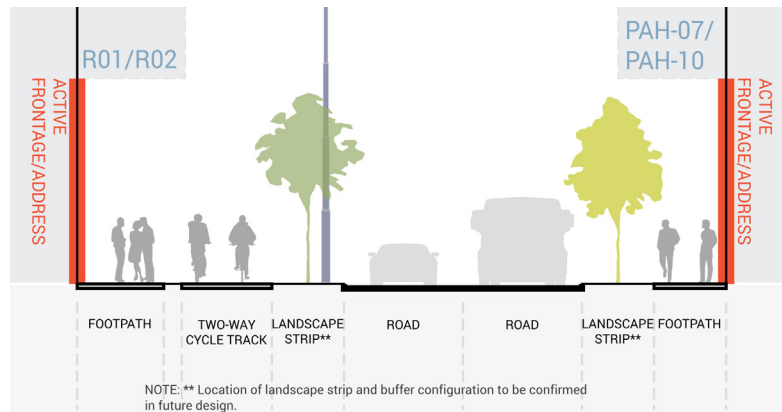


Ultimate Upgrade Area 4 - Triggers

Development of the PAH, including potential redevelopment of the laundry building, enables the opportunity to provide a consistent two-way roadway for the full length of Kent Street extending through Laundry Drive to O’Keefe Street.

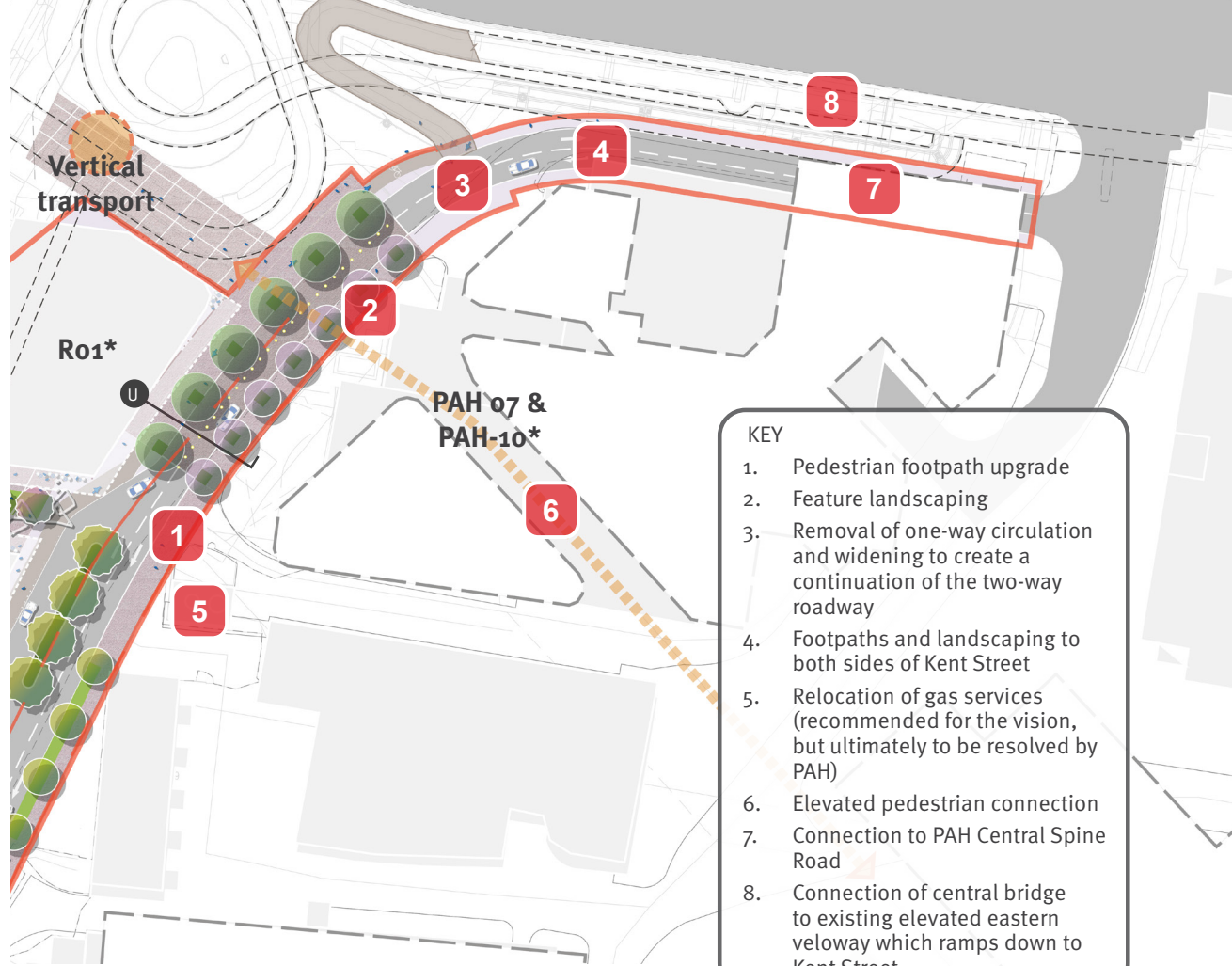
The central bridge connection to the existing Eastern Veloway creates a new connection to Annerley Road cycle and pathway infrastructure for improved access to UQ, existing schools, and other key western destinations.

New elevated pedestrian links towards TRI via the R01/R02 development sites and PAH via PAH Buildings 07/10, will provide direct access for patients and staff to the new Boggo Road CRR Station via the central bridge. This will reduce the need for patients and staff to use Kent Street and the broader at-grade PAH pathway network to complete their trips.



Ultimate Upgrade Area 4 - Section

These sections and plans are indicative only and not to scale.



Ultimate Upgrade Area 4 - Plan

**Conceptual illustration of potential future development opportunities.*



Boggo Road station

Boggo Road Gaol

Dutton Park School

Ecosciences Precinct

Outlook Park

Joe Baker Street



Peter Doherty Street

4 Interim Upgrades Design Criteria

This section identifies performance based design requirements to enable the development of the Ro1 and Ro2 development sites should these sites develop prior to the PAH.

4.1 Performance Based Interim Design Criteria

In the event that the Ro1 and Ro2 development sites develop prior to the PAH, interim upgrades to the Kent Street Movement Corridor will be required. Proposed interim upgrades will be assessed at PDA development application stage and, at a minimum, should comply with the following performance based design criteria:

- Ensure the service level of existing pedestrian and cycling infrastructure, including separation between distinct travel modes, are maintained both during and post construction
- Provide a lawful point of vehicular access and fit-for-purpose servicing arrangements
- Ensure maintenance of access for existing service vehicles currently using the Kent Street Movement Corridor
- Provide street trees, together with soft and hard landscape treatments to afford active transport users (i.e. cyclists and pedestrians) a high level of safety, amenity and comfort
- Provide for effective wayfinding and legibility through the incorporation of treatments such as signage and line marking which highlight key destinations
- Ensure alignment with and not compromise the ultimate upgrades detailed in section 3 of the Guideline, avoiding the introduction of infrastructure that would become redundant
- Demonstrate consistency with the Crime Prevention Through Environmental Design Principles
- Demonstrate how active transport modes are prioritised and compliance with the design standards identified under section 3.1 of the Guideline will be achieved.



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