

Cross River Rail Environmental Impact Statement

Request for Project Change 14

Response to Submissions
Report

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Queensland
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Introduction

The Delivery Authority, established by the Cross River Rail Delivery Authority Act 2016 (Qld), is the proponent for the CRR Project. The CRR Project is a declared Coordinated Project for which an Environmental Impact Statement (EIS) was required under the *State Development and Public Works Organisation Act 1971* (SDPWO Act). The EIS for the CRR Project (2011 EIS) was evaluated by the Coordinator-General, who recommended that the Project proceed, subject to the Imposed Conditions in the evaluation report dated 20 December 2012.

Since the 2012 evaluation report, 13 Requests for Project Change (RfPC) have been submitted and evaluated by the Coordinator-General. This RfPC is proposing changes that alter the project design as proposed and approved in RfPC-4, by reverting to a layout similar to that presented in RfPC-1 (see Section 1.4.1). These proposed changes will ensure consistency with both the existing Roma Street PDA Development scheme that came into effect on 30 July 2021 and the August 2021 Queensland Government announcement on retaining the existing Inner Northern Busway configuration.

The authorised CRR Project is the Evaluated Project as described in Imposed Condition 1 of the Coordinator-General's Project-wide Imposed Conditions.

The Roma Street station works, and its initial pedestrian connections were considered in the 2011 EIS for the CRR Project, RfPC-1 of 2017 and RfPC-4 of 2019.

This proposed change request relates to the project design for traffic within the Roma Street station precinct, including pedestrian and vehicle movements at the Herschel Street intersection with Roma Street from the adjoining Supreme and Magistrate Courts precinct, George Street and other areas within the precinct.

The proposed change also removes the previously evaluated proposal to relocate the Inner Northern Busway and reconfigure the intersection of Roma Street and Parkland Boulevard.

Process for Evaluation of Project Changes

The process by which the changes to the CRR Project are to be addressed and assessed is established in Part 4, Division 3A of the SDPWO Act.

In April 2024, the Delivery Authority made an application to the Coordinator-General to formally request the evaluation of Proposed Changes to the CRR Project and proposed amendments to the existing Imposed Conditions.

The Coordinator-General determined that public notification of the Proposed Changes was required. The Proposed Changes to the CRR Project were publicly notified from 29 April 2024 to 5pm 13 May 2024.

Purpose

The purpose of this document is to provide responses to key matters raised in submissions received by the Coordinator-General about the Proposed Changes. This report covers:

- Summary of submissions received;
- Key matters raised in the submissions; and
- The Proponent's response to key matters raised.

This document also provides a response to requests for information from the Coordinator-General, to assist with the evaluation of the Proposed Changes.

Consultation on the Request for Project Change

The public notification period commenced on 29 April 2024 and closed at 5pm on 13 May 2024.

A range of consultation activities were undertaken throughout the notification period, which aimed to:

- Inform the community and key stakeholders of RfPC14; and
- Communicate the RfPC14 process, including how to provide a submission to the Coordinator- General.

A full description of the consultation undertaken is provided in the RfPC14 Consultation Report which is published separately to this RfPC14 Response to Submissions Report.

Submissions on the Request for Project Change

A total of twenty-one (21) submissions were received by the Coordinator-General during the consultation period. Copies of all submissions, including a breakdown of issues raised, were provided to the Delivery Authority by the Coordinator-General for consideration and response. Of the 21 submissions, fifteen (15) were received from private individuals, two (2) from state agencies, two (2) from community-based organisations, one (1) from a local government and one (1) from a public entity.

Summary of Key Issues Raised

Each submission has been analysed and a summary of issues raised is presented in Figure 1 below. This summarises the number of times those items related to those categories was raised across the 21 submissions received.

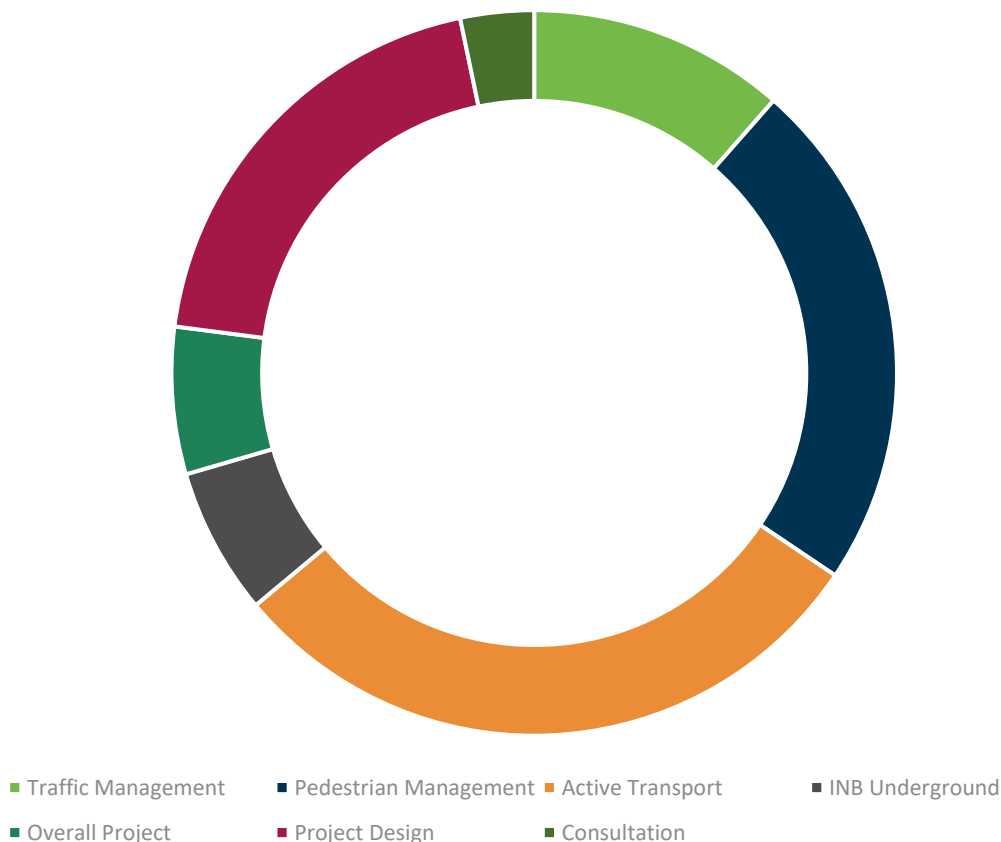


Figure 1: Summary of issues raised in submissions

Further details on issues raised in RfPC14 submissions is provided in Table 1 below.

Table 1: Summary of Issues Raised in RfPC-14 Submissions

Issues raised	Summary
Pedestrian Management (14)	<ul style="list-style-type: none"> • Removal of scramble crossings • Proposed project design changes related to pedestrian access • Pedestrian connectivity • Pedestrian capacity
Active Transport (18)	<ul style="list-style-type: none"> • Conflicts between bike paths, active transport users, pedestrian access and traffic • Lack of access to bike paths • Extents of bike paths • Proposed project design changes related to bike paths and facilities available to active transport users
Traffic Management (7)	<ul style="list-style-type: none"> • Traffic routes • Traffic congestion and travel time • Phase timing for traffic-controlled intersections • Road Safety
Overall Project (4)	<ul style="list-style-type: none"> • Support for Project • Community and stakeholder notification of changes
Project Design (12)	<ul style="list-style-type: none"> • Leading practice urban and transport design • Alternative bus and active transport lanes in the wider area and precinct • Alternative bus stations • Alternative drop-off/kiss-n-ride solutions • Significant changes to the road networks • Expansion of pedestrianized zones • Public amenity • Land management
Inner Northern Busway (4)	<ul style="list-style-type: none"> • Relocation of the inner northern busway underground • Commuter and Public Amenity
Consultation (2)	<ul style="list-style-type: none"> • Consultation activities undertaken during the public notification period met the requirements of the Coordinator-General as per consultation report.

Response to Issues Raised

This section summarises the Delivery Authority's responses to key matters raised in submissions to the Coordinator-General.

Pedestrian Management

A number of submitters raised the following concerns related to pedestrian management which focussed on:

- Removal of scramble crossings.
- Proposed project design changes related to pedestrian access.
- Pedestrian connectivity.
- Pedestrian capacity.

Pedestrian Management– Response

Cross River Rail aims to deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope of the Project. This includes those proposed changes defined within this Request for Project Change (RfPC) and its proposed extent.

This requires appropriately balancing a range of opportunities identified by a varied range of stakeholders. These opportunities can often result in competing outcomes.

For example, this includes finding a suitable balance between:

- a) the primary objective of providing safe and efficient pedestrian movement to/from the new station
- b) meeting accessibility and crime prevention objectives through environmental design outcomes
- c) maintaining existing bus and traffic movement efficiency in alignment with Brisbane City Council transport planning objectives, and
- d) facilitating effective active transport use and movement through this area of the project change consistent with relevant legislative and Australian Standard requirements.

This balance needs to be delivered whilst also not constraining future planning for this area and precinct as the government and BCC progress planning consistent with the Priority Development Area (PDA) outcomes and Olympic infrastructure proposed for the Roma Street precinct. The outcomes and solution proposed in this RfPC deliver this balanced outcome.

The current design considers and incorporates pedestrian modelling undertaken to support the design (as summarised in Volume 3, Attachment C) and indicates pedestrian crossing widths are adequate for the estimated pedestrian traffic volume.

Further to this, the current intersection design proposed at the Makerston and Roma Street intersections is required to ensure the safe and effective movement of pedestrians and active transport users through this area associated with the introduction of the right turn for vehicles from Makerston Street onto Roma Street, while maintaining and improving the level of service for pedestrians and vehicles through this intersection. The previous scramble crossing design is not able to deliver this integrated solution.

These designs are and will continue to be developed in accordance with relevant project design requirements and applicable State, Australian or International standards and guidelines. These are then subject to an established and appropriate design review process. This process includes consultation and input from key stakeholders and returned asset owners. The final designs are certified by a relevant subject matter expert, such as a Registered Professional Engineer of Queensland (RPEQ) to ensure they are safe and functional.

This design process, including design review and verification, has and will continue to satisfy the existing requirements of the CG's Imposed Conditions, Schedule 1, Environmental Design Requirements, specifically Condition 1, and 10. (Refer to Attachment 1).

Active Transport

A number of submitters raised the following concerns relating to active transport:

- Conflicts between bike paths, active transport users, pedestrian access and traffic
- Lack of access to bike paths
- Extents of bike paths
- Proposed project design changes related to bike paths and facilities available to active transport users.

Active Transport - Response

As outlined in the response to the Pedestrian Management items, Cross River Rail aims to

deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope and physical constraints of the area associated with the Project. This includes those proposed changes defined within this RfPC and its proposed extent.

The proposed design has delivered a suitable balance between:

- a) the primary objective of providing safe and efficient pedestrian movement to/from the new station
- b) meeting accessibility and crime prevention through environmental design outcomes
- c) maintaining existing bus and traffic movements and efficiency in alignment with Brisbane City Council transport planning objectives, and
- d) facilitating effective active transport use and movement through this area of the project change consistent with relevant legislative and Australian Standard requirements.

This balance needs to be delivered while not constraining future wider planning for this area. These designs are and will continue to be developed in accordance with relevant project design requirements and applicable State, Australian or International standards and guidelines that apply. These are then subject to an established and appropriate review process. This process includes consultation and input from key stakeholders, where appropriate. Final designs are certified by a relevant subject matter expert, such as a Registered Professional Engineer of Queensland (RPEQ) to ensure they are safe and functional.

This design process has and will continue to satisfy the existing requirements of the CG's Imposed Conditions, Schedule 1, Environmental Design Requirements. Specifically Condition 1, and 10. (Refer to Attachment 1).

A number of the concerns raised, and suggestions made, extend beyond the extent of this RfPC and are not within the scope of the Cross River Rail Project. For these matters, the submitters are encouraged to actively engage and participate in wider precinct planning opportunities when they arise.

Overall, the project design proposed finds a suitable balance of a number of competing objectives, include improving provisions for active transport users in the area of the project change including:

- Eliminating interface between active transport users and vehicles via the closure of section of Herschel Street between George Street and Roma Street to vehicles.
- Separating active transport users from other road users on Roma Street via the creation of a new separate bike (active transport) lanes along parts of Roma Street.
- Improving connectivity to surrounding bike (active transport) networks via these new bike lanes, road closure and implementation of bike (active transport) specific facilities.

Traffic Management

A number of submitters raised the following concerns related to transport which focussed on:

- Traffic routes
- Traffic congestion and travel time
- Phase timing for traffic-controlled intersections
- Road Safety

Traffic Management- Response

As outlined in the response to the Pedestrian Management items, Cross River Rail aims to deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope of the Project. This includes those proposed changes defined within this request for project change (RfPC) and its proposed extent.

The proposed design has delivered a suitable balance between:

- a) the primary objective of providing safe and efficient pedestrian movement to and from the new station
- b) meeting accessibility and crime prevention through environmental design outcomes
- c) maintaining existing bus and traffic movements and efficiency in alignment with Brisbane City Council transport planning objectives, and
- d) facilitating effective active transport use and movement through this area of the project change consistent with relevant legislative and Australian Standard requirements.

These designs are and will continue to be developed in accordance with relevant project design requirements and applicable state, Australian or International standards and guidelines, that apply. These are then subject to an established and appropriate review process. This process includes consultation and input from key stakeholders, where appropriate. With the final designs certified by a relevant subject matter expert, such as a Registered Professional Engineer of Queensland (RPEQ), where required, to ensure they are safe and functional.

This design process has and will continue to satisfy the existing requirements of the CG's Imposed Conditions, Schedule 1, Environmental Design Requirements. Specifically Condition 1, and 10. (Refer to Attachment 1 for an extract of this).

This balance needs to be delivered while also not constraining future wider planning for this area. Subsequently underlying tenure is not proposed to change (i.e. remains road reserve). This preserves flexibility for Government and BCC into the future, should future planning indicate pedestrian/traffic arrangements in the precinct need to change as a result of proposed Olympic or wider precinct infrastructure.

The traffic impact assessment completed to support RfPC14 indicates that the current level of service (intersection performance) remains consistent, or is marginally enhanced, as a result of the proposed change given alternative traffic routes are available or made available through this proposed change such as the right turn from Makerston Street onto Roma Street. The final intersection and light sequencing will be finalised in collaboration with BCC to integrate their wider road network management in this area of Brisbane.

A number of the concerns raised, and suggestions made, extend beyond the scope of this RfPC and are not within the scope of the Cross River Rail Project. For these matters, the submitters are encouraged to actively engage and participate in wider BCC traffic planning opportunities when they arise.

Overall Project

A number of submitters raised the following concerns related to overall project which focussed on:

- Support for Project
- Community and stakeholder notification of changes

Overall Project - Response

Cross River Rail aims to deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope of the Project. The project appreciates the support for the proposed changes to Herschel Street that are part of the Request for Project Change.

Cross River Rail will continue to undertake appropriate and required community notification and awareness programs as the project has been completing in accordance with the CG's Imposed Conditions and associated management plans plus requirements of any other secondary approvals obtained. All site works will be completed in accordance with the CG's Imposed Conditions and any requirements of secondary approvals obtained.

Project Design

Issues raised in submissions regarding the project design focussed on:

- Leading practice urban and transport design
- Alternative bus and active transport lanes in the wider area and precinct
- Alternative bus stations
- Alternative drop-off/kiss-n-ride solutions
- Significant changes to the road networks
- Expansion of pedestrianized zones
- Public amenity
- Land management

Project Design - Response

As outlined in the response to the Pedestrian Management items, Cross River Rail aims to deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope of the Project. This includes those proposed changes defined within this request for project change (RfPC) and its proposed extent.

The proposed design has delivered a suitable balance between:

- a) the primary objective of providing safe and efficient pedestrian movement and to/from the new station
- b) meeting accessibility and crime prevention through environmental design outcomes,
- c) maintaining existing bus and traffic movements and efficiency in alignment with Brisbane City Council transport planning objectives, and
- d) facilitating effective active transport use and movement through this area of the project change consistent with relevant legislative and Australian Standard requirements.

These designs are and will continue to be developed in accordance with relevant project design requirements and applicable state, Australian or International standards and guidelines, that apply. These are then subject to an established and appropriate review process. This process includes consultation and input from key stakeholders, where appropriate. With the final designs certified by a relevant subject matter expert, such as a Registered Professional Engineer of Queensland (RPEQ), where required, to ensure they are safe and functional.

This design process has and will continue to satisfy the existing requirements of the CG's Imposed Conditions, Schedule 1, Environmental Design Requirements. Specifically Condition 1, and 10. (Refer to Attachment 1 for an extract of this).

This balance needs to be delivered whilst also not constraining future wider planning for this area. Subsequently underlying tenure is not proposed to change (i.e. remains road reserve). This preserves flexibility for Government and BCC into the future should future planning indicate pedestrian/traffic arrangements in the precinct need to change as a result of proposed Olympic infrastructure. Ongoing questions with land tenure with adjoining stakeholders will be resolved through the detailed design process in alignment with these principles.

A number of submissions proposed opportunities to create separate bus and active transport lanes, changes to existing traffic configurations or pedestrianised zones that extend significantly, by both footprint and wide-scale network impacts into the wider precinct and portions of the Brisbane CBD. These aspects are outside extent of this RfPC and are not within the scope of the Cross River Rail Project. For these matters, the submitters are encouraged to actively engage and participate in wider precinct and BCC planning opportunities when they arise.

In relation to the proposed bus stop configuration along the portions of Roma Street applicable to this proposed change. The delivery of this solution proposed in this RfPC requires finding an appropriate balance between a range of needs in this area from a varied range of stakeholders, including BCC and Translink. The bus stop configuration provided in RfPC-14 has been developed in consultation with BCC and Translink, the entities responsible for the implementation and operation of the bus network in SEQ.

Equally, whilst alternative passenger drop-off/kiss-n-ride solutions have been proposed. The

facilities included for both accessible and non-accessible drop-off/kiss-n-ride solutions in the proposal are required to ensure that the new underground station is easily and safely accessed by the public utilising drop off facilities. The alternative solutions proposed would not achieve this.

Importantly for commuter and public amenity the project is also delivering a range of outcomes that will enhance the commuters and publics experience in this precinct that includes both extensive landscaping and public art. The Cross River Rail public art web page for Roma Street station highlights a number of these aspects in addition to what has been presented in the RfPC-14 documents. (<https://crossriverrailart.qld.gov.au/station/roma-st>).

Inner Northern Busway

Issues raised in submissions regarding the inner northern busway focussed on:

- Relocation of the inner northern busway underground.
- Commuter and Public Amenity.

Inner Northern Busway – Response

Cross River Rail aims to deliver an integrated and fit-for-purpose transport outcome for the new Roma Street Station within the scope of the Project. This includes those proposed changes defined within this request for project change and its proposed extent.

This requires appropriately balancing a range of opportunities. The outcome of the Inner Northern Busway remaining in its existing configuration has been a government decision that allows this transport connectivity while maintaining suitable flexibility for the wider development of this precinct.

Additionally, it removes the impact, both during the construction and operations phases, of the proposed Parkland Boulevard realignment and intersection changes with Roma Street, to allow the move of the busway underground as Parkland Boulevard is proposed to remain on its current alignment.

Cross River Rail continues to work with Queensland Rail and Translink to ensure appropriate commuter connectivity and experience throughout this precinct. This is demonstrated by a range of wider transport enhancements currently underway for the platforms of the Inner Northern Busway, the existing Roma Street Station subway entry and how they connect to the new station infrastructure. Upgrades to the busway infrastructure (Roma St Platform 2) are currently underway.

Future uses and conversions of the busway is outside the scope of the Cross River Rail project.

As noted earlier, for commuter and public amenity the project is also delivering a range of outcomes that will enhance the commuters and publics experience in this precinct that includes both extensive landscaping and public art. The Cross River Rail public art web page for Roma Street station highlights a number of these aspects in addition to what has been presented in the RfPC-14 documents. (<https://crossriverrailart.qld.gov.au/station/roma-st>).

Consultation

Issues raised in submissions regarding the consultation focussed on:

- Relocation of the Inner Northern Busway (INB) underground.
- Commuter and Public Amenity.

Consultation – Response

Cross River Rail has undertaken extensive consultation with a range of stakeholders in regard to this proposal. As per the consultation report, a range of consultation activities were undertaken prior to and during the RfPC14 public notification period.

Consultation activities undertaken during the public notification period met the requirements of

the Coordinator-General. Consultation and communication with key stakeholders will continue to be undertaken as required.

Coordinator-General requests for information

The Coordinator-General did not issue any requests for information.

Conclusion

The Delivery Authority has reviewed and responded to each of the matters raised in submissions received in response to RfPC 14.

The assessments have demonstrated that the proposed changes to the CRR Project, carried out in accordance with the existing imposed conditions including the Environmental Management Framework, appropriately balances the delivery of the Project and the achievement of environmental outcomes.

Attachment 1: Coordinator Generals Cross River Rail Project, Project-wide imposed conditions and recommendations, March 2022

Schedule 1. Environmental Design Requirements Extracts

1. Traffic and transport

- a) Emergency access and evacuation for each station and the tunnel is designed in consultation with the Emergency Service Authorities.
- b) Station plazas and forecourts are of a sufficient size and dimension to avoid peak pedestrian flows spilling onto adjacent carriageways. Where the overflow of pedestrians onto carriageways cannot be avoided, local traffic management measures addressing such circumstances must be designed and implemented prior to the commencement of Project operations.
- c) Pedestrian and cycle pathways in the vicinity of stations are designed in accordance with Rail Infrastructure Manager's and TMR's requirements.
- d) The design of driveways and roadworks for the Project avoid conflicts between construction traffic and cyclists and pedestrians.
- e) New footpaths, pedestrian walkways and pedestrian road crossings in the vicinity of stations are designed, in consultation with BCC and emergency services authorities, to allow safe and efficient pedestrian movement during peak periods and, where applicable, major events at the Brisbane Cricket Ground (Woolloongabba station), Lang Park (Roma Street station) and the RNA Showgrounds (Exhibition station).
- f) The Project design provides for pedestrian connectivity between the PA Hospital, Boggo Road Busway station and Park Road Railway station, and incorporates appropriate crime prevention through environmental design (CPTED) principles and *Disability Discrimination Act 1992* (DDA) compliant vertical transport facilities.

10. Social environment

- a) The design of stations and public spaces developed as part of the Project stations incorporate CPTED principles to maximise commuter safety.