CHAPTER 8
CITY AND PLACE
ANALYSIS AND BENEFITS
8 CITY AND PLACE ANALYSIS AND BENEFITS

CHAPTER SUMMARY AND RECOMMENDATIONS:

- The Brisbane Metro connects areas of regional economic significance including the inner-city of Brisbane and Southern Corridor and links Brisbane's key economic, knowledge, innovation, health and research clusters. The high-frequency, high-capacity metro will provide an accessible and reliable public transport service, which will drive economic growth, business interaction and support efficient connectivity.

- Brisbane Metro supports planned growth and complements and supports the development of major city-wide projects and development areas such as the Herston Quarter, Woolloongabba and Bowen Hills Priority Development Areas, and Queen's Wharf Brisbane Project.

- A new underground Cultural Centre metro station, a refurbished surface level Cultural Centre bus station and associated reconfiguration of the public realm at Grey Street and Melbourne Street will establish the Cultural Centre as a gateway of civic quality commensurate with a world class cultural precinct. The new Cultural Centre station works will specifically facilitate significant public realm improvements and reduce existing transport and pedestrian conflicts.

- A redevelopment at Roma Street station, planned under the Cross River Rail Project and supported by Brisbane Metro, will reconnect Roma Street and the city to Roma Street Parkland and Spring Hill, extending its catchment and supporting enhanced pedestrian accessibility in this part of the city. The redevelopment will reposition Roma Street as a pedestrian friendly and activated city boulevard, providing both a gateway to the city and an improved transition for pedestrians and transport interchange to the city.

- The Brisbane Metro can also increase the attraction of the inner-city by both supporting access to areas of high density living, and by connecting economic precincts together. Brisbane Metro will achieve this outcome by enhancing connections between the city's key precincts, linking major points of activity and destinations via a high-frequency passenger transport system.

- Brisbane Metro complements the Queensland Government’s proposed Cross River Rail Project, providing substantial city building benefits due to the combined projects making significant improvements to (and integration of) the public transport network, stations and station precincts.

- The combined projects also provide for place making benefits, as together they are catalysts to reimagine stations precincts and provide a better and more consistent customer experience, particularly at the two overlapping stations of Roma Street and Boggo Road.

8.1 Purpose and Overview of this Chapter

The purpose of this chapter is to present the outcomes of the city and place analysis for Brisbane Metro, and confirm the city and place benefits delivered by Brisbane Metro. This chapter discusses how Brisbane Metro will support regional growth, improve connectivity and promote city building, underpinned by integrated public and active transport.

This chapter outlines:
8.2 Methodology and Principles

The city and place analysis for Brisbane Metro was completed using a three stage process:

- Relevant contextual information was identified, including forecasts of population, employment and public transport demand along the proposed corridor, key government policies and planning instruments, and significant and emerging locations of economic productivity across the city.
- The Brisbane Metro objectives (as described in Chapter 3) were used to generate the themes and principles to carry out a city and place assessment of Brisbane Metro.
- Completing a strategic city and place assessment of the entire Brisbane Metro and individual precinct assessments to identify specific city and place opportunities and enhancements.

The outcomes of the city and place analysis are then summarised and aligned back to the problems presented in Chapter 4 to demonstrate that Brisbane Metro addresses the key problems and can trigger the identified opportunities.

Table 8.1 presents the city and place themes for Brisbane Metro that have underpinned the city and place analysis.
Tables 8.1 – Brisbane Metro city and place themes and principles

8.3 Context
As discussed in Chapter 3, Brisbane is emerging as Australia’s newest major world city, with significant planning and investment to create a vibrant, liveable and productive city. New world cities are defined by key characteristics including:

- Easy to move around with efficient infrastructure and low congestion
- High levels of amenity including open spaces and cultural destinations
- Advanced levels of health and education services
- Appropriately sized, affordable, and offering an optimal work-life balance
- Being safe, secure and accessible.

Public transport has a direct impact on the liveability and economic competitiveness of a city. New public transport infrastructure presents a significant city building opportunity, potentially triggering land use development and urban renewal. Appropriately scoped and planned changes to public transport services, such as those proposed by Brisbane Metro, can precipitate further transformations within station precincts, including enhanced public realm.

8.3.1 Policy Context
As presented in Chapter 3, South East Queensland’s (SEQ) robust growth and level of investment is supported by a range of government policies and frameworks that covers the region, city and inner-city precincts.

A number of these documents provided context for Brisbane Metro’s city and place analysis, including:

- SEQ Regional Plan (2009)
Common themes that underpin the above-listed policy documents include promoting economic development, connecting places and coordinating land use and infrastructure.

On this basis, Brisbane's New World City agenda will, in part, be driven by continuing to support, grow, and accelerate key parts of the city, where there are concentrations of activities that make those areas special and where they reach their global potential. These areas include:

- major employment precincts
- specialised clusters (e.g. health, education)
- main street and suburban precincts
- entertainment and lifestyle precincts.

The Brisbane Metro will connect many of these precincts including City West (North Quay, Roma Street, Suncorp Stadium), South Brisbane (South Bank, Cultural Centre, Kurilpa), Boggo Road/Princess Alexandra (PA) Hospital, Herston/Kelvin Grove, University of Queensland (UQ), and Upper Mount Gravatt/Eight Mile Plains.

In addition to the policies listed above, the city and place assessment for Brisbane Metro also considered:

- Priority Development Areas (PDAs)\(^1\)
- Community Infrastructure Designations (CIDs)\(^2\)
- State Development Areas (SDAs)\(^3\)
- South Bank Approved Development Plan (ADP)\(^4\).

### 8.3.1.1 Regional Policy Context

As outlined in Chapter 3, ShapingSEQ provides a framework for managing the region's growth over the next 25 years, while setting a vision for the next 50 years. ShapingSEQ is the result of a review of the existing regional plan (SEQRP 2009-2031) and provides an increased focus on infill development to support population growth, as well as a greater emphasis on higher density living in suitable locations to reduce the reliance on private motor vehicle travel.

ShapingSEQ seeks to ensure South East Queensland has a globally focused/outward facing economy. This includes supporting ‘areas of regional economic significance’ by investing in enabling infrastructure to ensure the success of these areas.

Within this regional policy framework, the CBD frame (including Fortitude Valley, Bowen Hills, Newstead, South Brisbane and Woolloongabba) is intended to support large residential communities and clusters of knowledge and corporate, energy and resources, tourism and entertainment, health, and creative and cultural activities. Principal regional activity centres

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\(^1\) Economic Development Act 2012 (EDA)

\(^2\) Sustainable Planning Act 2009 (SPA)

\(^3\) State Development and Public Works Organisation Act 1971 (SDPWOA)

\(^4\) South Bank Corporation Act 1989 (SBCA)
(including Upper Mount Gravatt, Chermside, Carindale and Springwood) are key focal points for regional employment and critical regional services. These centres also provide a secondary administrative function to the capital city. Regional areas of economic significance are illustrated in Figure 8.1.

ShapingSEQ supports maximising the use of existing transport infrastructure to achieve the desired regional settlement pattern and to enable economic growth. It supports improving the capacity of, and delivering high-frequency services for, the region’s public transport system, including passenger transport trunk services to and within inner Brisbane.

**Figure 8.1 – Brisbane’s areas of economic significance**

8.3.1.2  Brisbane City Planning Policy Context

The Brisbane City Plan 2014 (BCP 2014) strategic framework has a 2031 time horizon and supports growth along major road corridors, within and near to major centres. It aims to generate a node and corridor structure, with the inner-city being established as the Principal Regional Activity Centre; Upper Mount Gravatt as a Major Regional Activity Centre; and Brisbane Technology Park, major hospitals and universities described as Special Centres. Towards the southern part of the city, Logan Road is the principal growth corridor with Upper
Mount Gravatt being the southern anchor. The strategic framework also seeks to ensure Brisbane has an outstanding lifestyle and has a globally competitive economy supported by safe, efficient and reliable public transport. Under this framework, growth capacity has incrementally increased through Council Neighbourhood Planning process.

The strategic framework is supported by Council’s New World City agenda, which is driven by continuing to support, grow, and accelerate key parts of the city where there are concentrations of activities that make those areas special. These areas include:

- Major employment precincts
- Specialised clusters
- Main street and suburban precincts
- Entertainment and lifestyle precincts.

Brisbane Metro connects many of these precincts including the CBD, City West (North Quay, Roma Street, Suncorp Stadium), South Brisbane (South Bank, Cultural Centre, Kurilpa), Boggo Road/PA Hospital, Herston/Kelvin Grove, University of Queensland (UQ), and Upper Mount Gravatt/Eight Mile Plains.

8.4 Strategic City and Place Analysis

Brisbane Metro links Brisbane’s key economic, knowledge, innovation, health and research clusters. The high-frequency, high-capacity metro will provide an accessible and reliable public transport service, which will drive economic growth, business interaction and support efficient connectivity. This section presents the strategic city and place assessment outcomes for the Brisbane Metro. The assessment is presented under the following headings:

- Supports integrated transit
- Supports agglomeration and the city’s economic clusters
- Enhances access to global precincts
- Reinforces the city’s lifestyle and employment corridors
- Enhances city image and lifestyle
- Supports planned growth and projects of city-wide significance
- Improves inner-city amenity.

The city and place themes and principles, presented in Section 8.2 above were used to guide the assessment.

8.4.1 Supports integrated transit

Brisbane Metro is the next step in Brisbane’s evolution towards an integrated and well planned high-frequency passenger transport system. The Brisbane Metro and proposed future transit network connect the city’s regional centres to the inner-city, and integrate with existing and planned bus and train services, including the Queensland Government’s CRR Project.

As discussed in Chapter 3, Brisbane Metro and the envisaged future network together support Brisbane’s New World City ambitions and align with a range of regional and local policies. Additional capacity, frequency and shorter travel times will encourage additional public transport patronage within the city. Brisbane Metro will also encourage changes in
passenger movement with customers making more trips to destinations located outside the inner-city, including for employment.

8.4.2 Supports agglomeration and the city’s economic clusters

The Brisbane Metro corridor links key employment nodes and clusters with a high-frequency passenger transport system to support business and enable these locations to thrive.

Key employment and economic clusters include the RBWH, Queensland University of Technology, the CBD, Southbank, Mater Hospital, UQ, Princess Alexandra Hospital, and the Boggo Road Ecosciences Precinct. Other important locations include Greenslopes Hospital, Griffith University, Upper Mount Gravatt Regional Centre, and the Brisbane Technology Park. Many of these precincts are critical to the knowledge economy.

Brisbane Metro will stimulate new economic activity in these clusters by enabling agglomeration and supporting international competitiveness. When businesses cluster together, they can reduce costs and increase access to customers, which is why cities are the engine rooms of the global economy. Agglomeration benefits include higher economic output and increased employment, but this density of activity requires fast and high-capacity transit services. This ‘system-level connectivity’ is the capacity of cities to efficiently bring people, jobs and firms closer together to ensure Brisbane is a centre for global business.

Brisbane Metro can capture the benefits of agglomeration by both supporting access to areas of high density living and by connecting economic precincts together. Brisbane Metro will achieve this outcome for Brisbane by enhancing connections between the city’s global precincts, linking major points of activity and destinations via a high-frequency passenger transport system, including key employment destinations, universities and TAFEs, major hospitals and cultural, recreation and entertainment facilities.

A future opportunity exists to connect Brisbane Metro to Springwood via Rochedale. Rochedale is an area experiencing significant residential growth and Springwood is identified as Logan’s and SEQ’s next CBD. Connecting the Brisbane and Logan CBDs together will further support economic development and strengthen this regionally important economic area.

Figure 8.2 presents the key transport connections to Brisbane’s key activity precincts.
8.4.3 Enhances access to areas of regional economic significance

Productive and liveable cities around the world have a common characteristic, in that they are easy to move around. Research has shown that people in these types of cities generally have access to all their needs within 30 minutes travel time, including work, education, shopping and health\(^5\).

Brisbane has a number of nationally and regionally significant economic precincts. These precincts have a significant concentration of tradeable industries that contribute to Brisbane’s economy through the export of goods and services. This trade generates employment and economic opportunities for Brisbane above what can be generated by local consumption alone.

Many tradeable industries are concentrated in inner-city locations like South Brisbane, Toowong and Fortitude Valley. Many of Brisbane’s suburbs, such as Eight Mile Plains, also contain significant concentrations of business, innovation and advanced manufacturing.

\(^5\) Smart Cities Plan, Commonwealth of Australia 2016, p11-12
These locations need skilled workers who can easily commute to work and meet with colleagues and clients in other precincts.

Improving access to these parts of the city will enhance Brisbane’s reputation as a New World City. For example, the Brisbane Metro will improve the accessibility of the Cultural precinct and provide better access to world-class facilities including the city’s museums and art galleries, South Bank, and the Brisbane Convention and Exhibition Centre (BCEC). Figure 8.3 provides a summary of the global precincts within Brisbane in relation to the Brisbane Metro corridor.

![Connections to key precincts provided by Brisbane Metro](image-url)
8.4.4 Reinforces the city’s lifestyle and employment corridors

Brisbane has three established principal activity corridors, notionally described as the Knowledge Corridor, Business and Entertainment Corridor and Southern Innovation Corridor as illustrated in Figure 8.4. With the exception of the city’s industrial areas, these corridors contain many of Brisbane’s most valuable employment, lifestyle, and recreation precincts. These corridors will also experience significant employment, population and student growth to 2041.

Figure 8.4 – Key corridors served by the Brisbane Metro
As shown above, the Knowledge Corridor links RBWH to UQ, and contains the city's pre-eminent educational and medical institutions.

The Southern Innovation Corridor connects the Brisbane CBD with Upper Mount Gravatt Regional Centre, Brisbane Technology Park, and Eight Mile Plains. As discussed in Section 8.4.2 above, a future opportunity exists to strengthen this corridor by connecting Brisbane Metro to Springwood via Rochedale. Rochedale is an area experiencing significant residential growth and Springwood is identified as Logan’s and South East Queensland’s next CBD. Connecting Brisbane’s CBD and Springwood will further support economic development and strengthen this regionally important economic area.

The Business and Entertainment Corridor is a potential future extension of Brisbane Metro connecting high density precincts on the city centre fringe through the CBD linking Newstead/Bowen Hills and Fortitude Valley with West End. This corridor is presently served by the CityGlider services.

8.4.5 Enhances city image and lifestyle

Brisbane Metro will enhance the city’s image through a modern and clearly identifiable public transport network, fleet and station design. This in turn will provide a high-quality journey experience. In addition, the city’s image will be significantly enhanced through improved public realm, arrival gateways and station precinct wayfinding. Over time, Brisbane Metro will also encourage more activity around station precincts enabling residents and workers to shop, walk, meet and relax in local streets and spaces rather than having to travel to do so. These types of changes will also contribute to an enhanced liveability and lifestyle.

Brisbane Metro will significantly strengthen the identity of some station precincts. For example, the metro will enhance the Cultural Centre as a key destination by improving amenity through enhanced public realm and by reducing the number of buses at street level. This will contribute to an improved sense of place, and improved pedestrian movement around the Grey Street and Melbourne Street intersection. Future opportunities may exist to strengthen the cross-river connection and bridge landing points between the Cultural Centre to Queen Street Mall/Reddacliff Place, cementing this connection as Brisbane’s premier cross river movement spine for pedestrians.

Inner-city amenity will also be enhanced by a reduction in bus volumes on some CBD streets, Melbourne Street and Victoria Bridge.

8.4.6 Supports planned growth and projects of city-wide significance

Substantial unrealised development potential exists within the inner-city and at key nodes along Brisbane Metro corridor, in particular in the Southern Corridor. The Brisbane Metro provides an opportunity to support existing planning policies and encourage and/or enable new development along the corridor and in and around station precincts. The Brisbane Metro will be a catalyst for sustainable and compact transit-supportive urban development, particularly in the inner-city.

Brisbane Metro also supports major regeneration projects planned and already underway including Queen’s Wharf Brisbane, Herston Quarter and the Bowen Hills PDA. Brisbane Metro also supports planned residential growth at Upper Mount Gravatt and Rochedale.

Brisbane Metro complements a range of other projects of city-wide significance, including:

- The Queensland Government’s proposed CRR Project
The Herston Quarter redevelopment
The Woolloongabba and Bowen Hills PDAs
The city’s major institutions that are identified as CIDs and SDAs including UQ, QUT Griffith University, as well as the PA, RBWH and Lady Cilento Hospitals

The complementary nature of Brisbane Metro with these projects and institutions is further discussed in Section 8.6 below.

8.4.7 Improves inner-city amenity

As discussed in Chapter 7, Brisbane Metro will reduce bus congestion in the inner-city, in particular around the Cultural Centre and on Victoria Bridge, with subsequent potential reductions in energy use and pollution. Removal of cars from Victoria Bridge and closure of North Quay to general traffic will also reduce vehicle congestion in these areas. The increasing consolidation of urban living and working will mean public transport, walking and cycling will be more convenient alternatives to private car travel.

In particular, reduced numbers of buses on some of Brisbane CBD’s busiest streets will alleviate pedestrian congestion and noise, air and visual pollution associated with many existing CBD bus stops. This reduction in congestion and pollution will directly improve the pedestrian environment, improve cycle safety and enhance ground level retail amenity.

8.5 Precincts Overview and Assessment

Through delivering a better connected city and a network of high-quality, inclusive public spaces, Brisbane Metro will catalyse an increase in public activity and civic life and deliver a range of social and economic benefits.

Supporting the strategic assessment presented above, precinct assessments were also completed to understand the specific benefits and/or opportunities Brisbane Metro could deliver at key locations.

8.5.1 Cultural Centre Precinct

8.5.1.1 Context

The Cultural Centre precinct houses Queensland’s premier arts and entertainment facilities. Locally and internationally recognised exhibitions and shows are regularly offered by the various Cultural Centre institutions – Queensland Performing Arts Centre (QPAC), Queensland Art Gallery (QAG), Gallery of Modern Art (GOMA), Queensland Museum (QM) and Science Centre and State Library of Queensland. The precinct is also a key linkage to the South Bank Parklands, which is a vital part of the recreation, entertainment and lifestyle amenity of the city. Together, these institutions and the parklands are major contributors to Brisbane’s tourism economy.

Victoria Bridge is the primary and direct pedestrian connection from the precinct (and South Brisbane more broadly) to the short-term accommodation, major retail and business offerings of Brisbane CBD. Currently, the Cultural Centre precinct and Victoria Bridge suffer from heavy bus congestion which negatively impacts on accessibility, and does not provide an exemplar pedestrian or visitor experience. In 2016, a pedestrian traffic analysis counted 19,000 pedestrians crossing Victoria Bridge in a 24 hour period. Current modelling indicates that by 2041, the numbers of pedestrians using the bridge will grow to nearly 35,000 per day.
8.5.1.2 Role and function

As discussed in Chapter 6, a new underground Cultural Centre metro station, a refurbished surface level Cultural Centre bus station and associated reconfiguration of the public realm at Grey Street and Melbourne Street will establish the precinct as a gateway of civic quality commensurate with a world class cultural precinct.

The new Cultural Centre station works will facilitate significant public realm improvements and reduce transport and pedestrian conflicts. An enhanced public realm will encourage Cultural Centre buildings to re-engage with the street where possible, and improved access and amenity to and within the precinct will reinforce its importance as a world class cultural and entertainment location.

The functional movement of metro vehicles and people across Victoria Bridge over time will shift towards a more multi-dimensional role that, in addition to supporting movement, encourages pedestrians to dwell and take in city views, experience the river and events from the elevated vantage point. Sub-tropical features and high-quality bridge landings including circulation at the abutments will ensure Victoria Bridge is a key focal point in the river-to-river spine stretching from South Brisbane Reach along Queen Street to the river’s edge at City Reach/Petrie Bight.

8.5.1.3 Vision

The following vision has been prepared for the Cultural Centre precinct. It is an aspirational statement that has guided the development of precinct plans, which has been used to demonstrate how Brisbane Metro can support the city and place project objectives:

The Cultural Centre precinct is a highly connected place that celebrates Brisbane's culture, river edge and sub-tropical lifestyle. The precinct is the city's pre-eminent visitor destination and is a gateway to South Bank, West End and Queen Street Mall and a launching point to Queen's Wharf Brisbane, the city's newest entertainment destination. Melbourne and Grey Streets are transformed into sub-tropical boulevards stitching the precinct together while the river's edge and CBD provides a fitting backdrop. Victoria Bridge and future cross-river connections support easy movement, and provide a salubrious experience where people pause and take in the city sights.

Leveraging off high-quality underground transit, the precinct is people focused and movement is comfortable and convenient. The historic values of the QPAC, Queensland Museum and South Bank station are revered, and activity spills into the street providing a lively atmosphere during night and day when indoor and outdoor events are taking centre stage.

8.5.1.4 Precinct enhancements

Enhancements for the Cultural Centre precinct have been identified based on the established city and place themes and principles. Table 8.2 summarises the identified opportunities and enhancements.
Connected and accessible

- Bus decongestion and the de-cluttering of Melbourne Street provides improved pedestrian crossing at the Melbourne and Grey Street intersection significantly improving connectivity, safety and accessibility throughout the precinct.
- The downstream pedestrian path of Victoria Bridge will be widened to increase its functional capacity to accommodate the growing number of pedestrian movements.

Protect and shape the future

- Brisbane Metro reinforces the Cultural Centre and surrounding areas as the city’s pre-eminent cultural and lifestyle destination.

Identity and legacy

- The removal of the majority of buses from Grey and Melbourne Streets allows delivery of improved civic spaces and public realms.

Table 8.2 – Cultural Centre precinct enhancements

8.5.1.5 Cultural Centre Precinct Plan

The gateway to the Cultural Centre is transformed, with the existing congested bus station and its poor pedestrian accessibility remade into a green boulevard of world class civic quality, commensurate with the Cultural Centre’s facilities. Closing the Melbourne Street busway portal, and introducing safe and easy pedestrian crossing at the Melbourne/Grey Street intersection prioritises pedestrian movement through the precinct. The access to transport is improved while re-establishing connectivity to the Queensland Cultural Centre, Queensland Museum and Art Gallery.

8.5.2 Roma Street Station Precinct

8.5.2.1 Context

Roma Street station is a major public transport interchange for SEQ that currently supports heavy rail for all lines on the rail network, as well as buses on the Inner Northern Busway. It also serves as a hub for intercity/regional buses and trains. The interchange is also identified as a station location for CRR.

Roma Street station is an arrival gateway to the city. It provides access to a range of activities and locations including the CBD, legal quarter, backpacker accommodation precinct (Upper Roma Street), Victoria Barracks, Caxton Street and Roma Street Parkland. Many patrons also walk from Roma Street station to Suncorp Stadium for sporting events and concerts.

As discussed in Chapter 7, the significance of Roma Street as a major metro/bus-rail and metro-bus interchange will continue to grow with the introduction of both the Metro 1, Metro 2, and future CRR services at this station.

Projected customer throughput from metro/bus services at Roma Street by 2041 is expected to be 14,000 in the morning peak period and over 74,000 daily. Daily interchanges between modes are expected to account for almost 80 per cent of these customer movements at Roma Street. This reiterates the future role that Roma Street will need to play as a key transport interchange hub, whilst also offering a precinct for customers to enjoy.

While Roma Street station is a major public transport interchange, physical accessibility to this part of the city remains poor and access through the precinct is severely limited by the presence of extensive aboveground rail infrastructure. Furthermore, Countess Street and Roma Street have few pedestrian crossing points.

The Transit Centre and associated buildings along Roma Street lack human scale and ground level activity. It is Council’s view that the public realm and legibility in this part of the
city needs improvement. There are also many state and local heritage places in the broader precinct including the Roma Street railway station building.

The precinct contains a significant number of large property holdings, including the Transit Centre, and Queensland and Federal Government owned properties such as Queensland Police Headquarters, Brisbane Watchhouse, and the Commonwealth, Supreme and District Courts.

8.5.2.2 Role and function

Roma Street station is a major destination and gateway to the city. It will be the key city interchange between Brisbane Metro, surface rail, regional bus and the proposed CRR, providing interconnectivity to services to the Airport, Gold Coast, Sunshine Coast, Redcliffe, Ipswich and all other major local and regional centres.

8.5.2.3 Vision

The following vision has been prepared for the Roma Street station precinct. It is an aspirational statement, which has been used to demonstrate how Brisbane Metro can support the city and place project objectives:

*The Roma Street precinct is revitalised and transformed into a grand arrival to Brisbane. The precinct is an exemplar city destination embracing the city’s vibrancy while taking advantage of the inner-city parkland experience.*

*All major transport modes converge within the precinct providing unrivalled access to Brisbane Metro, CRR, regional bus and rail services and local bus routes. With direct connections to the suburbs, regional centres, Airport and SEQ, Roma Street precinct will be a highly desirable location for business, world class events, tourism and city living.*

8.5.2.4 Roma Street Station Precinct Plan

The Brisbane Metro supports future redevelopment of the Roma Street station precinct and Transit Centre, as part of proposed developments through CRR. The Roma Street precinct can be reshaped as a metropolitan gateway to Brisbane for regional and local rail and bus services.

8.5.3 Other station precincts

The assessment of other metro station precincts demonstrates that Brisbane Metro:

- Supports existing planning policy including the intended character and planned growth identified in Brisbane City Plan 2014, CIDs and PDAs
- Has the ability to influence draft planning policy being prepared by entities other than Council including Herston and Bowen Hills PDAs and the UQ St Lucia Master Plan
- Supports and provides the opportunity to coordinate with CRR at Boggo Road and Exhibition stations
- Improved public realm in some locations
8.6 City and Place Benefits of Brisbane Metro

Chapter 4 concluded with a range of outcomes sought from Brisbane Metro based on the identification and prioritisation of problems. In order to demonstrate that the Brisbane Metro solution does indeed deliver solutions to these priority problems, the city and place analysis outcomes were summarised and linked back the five key customer and product principles established in Chapter 6, which respond directly to the priority problem identified in Chapter 4. Table 8.3 presents the relevant priority problems identified links these to the expected city and place benefits delivered by the Brisbane Metro.
<table>
<thead>
<tr>
<th>PRINCIPLE</th>
<th>BRISBANE METRO OUTCOMES AND BENEFITS (BASED ON CITY AND PLACE ANALYSIS OUTCOMES)</th>
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</table>
| Connected and accessible | • Brisbane Metro provides convenient multimodal interchanges at a number of locations, including proposed CRR stations.  
• The new station works will provide significant public realm improvements and reduce transport and pedestrian conflicts. This includes reimagining the Grey Street and Melbourne Street intersection at the Cultural Centre.  
• The future redevelopment of the Roma Street Precinct will significantly enhance accessibility and connectivity the precinct and to other parts of the inner-city including the CBD, Roma Street Parkland and City West. |
| Protect and shape the future | • Brisbane Metro will increase liveability across the city and enhance the attraction of the inner-city by connecting living, employment, entertainment and lifestyle precincts.  
• Brisbane Metro links Brisbane’s key economic, knowledge, innovation, health and research clusters. The high-frequency, high-capacity metro will provide an accessible and reliable public transport service, which will drive economic growth, business interaction and agglomeration.  
• Brisbane Metro connects areas of regional economic significance including inner Brisbane and Pacific Motorway Corridor. Significantly, the metro corridor can be extended to Springwood creating a high-quality rapid public transport connection between Brisbane CBD and Logan.  
• Brisbane Metro supports planned growth in Brisbane and will provide much needed public transport capacity for planned regional growth.  
• The additional capacity, frequency and shorter travel times delivered by Brisbane Metro will encourage additional public transport patronage to and within the city. Furthermore, Brisbane Metro will encourage public transport usage by conveniently linking major points of activity and recreation with a high-frequency ‘turn-up-and-go’ passenger transport system.  
• Brisbane Metro complements the Queensland Government’s proposed CRR Project and Brisbane Metro and CRR are catalysts to reimagine the Roma Street station precincts.  
• The Brisbane Metro supports and is consistent with Queensland Government policy. The metro supports identified economic clusters, optimises the use of existing infrastructure, and delivers a high-frequency and high-capacity public transport solution to the inner-city.  
• The Brisbane Metro supports and is consistent with Brisbane City Council policy. The metro connects the key areas of the city including employment precincts, specialised clusters, growth nodes, and entertainment and lifestyle precincts. Brisbane Metro will reinforce Brisbane’s New World City status.  
• The Brisbane Metro support an integrated public transport vision and connects the city’s regional centres to the inner-city, and integrates with existing and planned bus and train services, including the Queensland Government’s CRR Project. |
### PRINCIPLE

Identity and legacy

<table>
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<tr>
<th>BRISBANE METRO OUTCOMES AND BENEFITS (BASED ON CITY AND PLACE ANALYSIS OUTCOMES)</th>
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<tbody>
<tr>
<td>• The Brisbane Metro supports the principles of a ‘30 Minute City’ reinforcing Brisbane’s status as a New World city that is easy to move around with efficient infrastructure and low congestion</td>
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<tr>
<td>• Brisbane Metro provides a more attractive and legible transit system for residents and visitors</td>
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<tr>
<td>• A new underground Cultural Centre metro station and refurbished surface level bus stops will enhance the reputation of the Cultural Centre as a world class cultural and entertainment precinct.</td>
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<tr>
<td>• Brisbane Metro supports the future redevelopment at Roma Street station ensuring the precinct is a vibrant city destination as well as a regional transit interchange. The redevelopment will establish Roma Street as a pedestrian friendly and activated city boulevard, create a city gateway and provide an improved transition for pedestrians when moving between the interchange and the city.</td>
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<tr>
<td>• Brisbane Metro will encourage and/or enable new development in and around station precincts consistent with established planning policy. Brisbane Metro supports city significant projects including Herston Quarter and Queen’s Wharf Brisbane. Furthermore, Brisbane Metro supports the draft UQ St Lucia Campus Master Plan.</td>
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<tr>
<td>• Reduced bus numbers on CBD streets will alleviate some pedestrian congestion and noise, air and visual pollution associated with many existing CBD bus stops. This reduction in congestion and pollution will directly improve the pedestrian environment, improve cycle safety and enhance ground level retail amenity.</td>
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<td>• Brisbane Metro will reduce bus congestion in the inner-city, and the removal of cars from Victoria Bridge and closure of North Quay to general traffic will also reduce vehicle congestion in these areas.</td>
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*Table 8.3 – City and place benefits of Brisbane Metro*
It is also important to note the benefits identified above are supplementary to the corresponding customer and product benefits table presented in Chapter 7. Together, these two tables summarise the array of benefits delivered by Brisbane Metro.

8.6.1 Benefits addressing Queensland Government objectives

The Queensland Government has desired transport outcomes for Brisbane and the SEQ Region that are relevant to Brisbane Metro. These plans include ShapingSEQ, Draft South East Queensland Regional Plan.

As discussed in Chapter 3, ShapingSEQ is the Queensland Government’s plan to guide the future of the SEQ region, prepared in collaboration with the region’s 12 local governments. It aims to accommodate future growth sustainably and in a way that responds to change positively, and enhances the social, economic and environmental systems that support the region’s liveability.

The draft plan seeks to maximise the use of existing transport infrastructure to support the desired regional settlement pattern and economic network. This includes improving the capacity of, and delivering high-frequency services for the region’s public transport system. ShapingSEQ supports the improving passenger transport trunk services to and within inner Brisbane (inner 5 kilometre area of regional economic significance) and delivering a high-frequency and high-capacity people movement system.

Brisbane Metro aligns with the overarching objectives of ShapingSEQ that aim to deliver a strategic transport system that connects people, places and employment efficiently with high-frequency passenger transport. The re-use of existing transport infrastructure, as proposed by the Brisbane Metro, will support the desired settlement pattern and economic network.

The Brisbane Metro will support infill growth in locations with good access to public transport around Brisbane CBD and South Brisbane, as well as the northern, eastern, and south-east transport corridors serviced by the busway. The Brisbane Metro also supports infill growth at PDAs, such as Woolloongabba, Queen’s Wharf Brisbane, Herston Quarter and Bowen Hills.

Brisbane Metro will provide a superior transportation choice to existing busway services and will facilitate a strategic re-evaluation of some station precincts where land use planning does not presently encourage a compact urban form, maximise walkable catchments, and take advantage of transport infrastructure to the greatest extent possible.

8.6.2 Complementing Cross River Rail

The Queensland Government’s proposed CRR Project will provide a second inner-city rail river crossing that will ease congestion, improve network reliability and increase accessibility to the Brisbane CBD, allowing more people to travel longer distances, with shorter journey times.

The proposed alignment will deliver services to stations at five key locations: Boggo Road, Woolloongabba, Albert Street, Roma Street and Exhibition showgrounds.

While generally not overlapping with Brisbane Metro, there are two key locations (Boggo Road and Roma Street stations) where the projects interchange. As a result of the projects only overlapping at these key points, they provide for substantial city building benefits due to the combined projects making significant improvements to (and integration of) the public transport network, stations and station precincts.
The combined projects are complementary, and provide greater benefits than would occur were the two projects to overlap at a greater number of locations, as they could then compete for patronage, to the detriment of the network. In this regard, greater benefits will be provided to Brisbane as a result of both projects being undertaken together, than in isolation of each other. Chapter 7 provides further detail on the complementary customer and product benefits from the two projects.

The projects together are catalysts to reimagine station precincts and provide a better and more consistent customer experience, thereby potentially providing significant place making benefits.

Specifically, the projects will provide place making benefits at the following locations:

- Subject to timing of CRR, place making benefits at the Roma Street interchange would be led by CRR, with the Brisbane Metro complementing the works and precinct developed by that project. Roma Street station could be designed/delivered as an integrated stations precinct, thereby allowing development to take into consideration the multiple modes using the station and improving efficiencies in vertical transport/mode changes.

- Boggo Road will support the knowledge corridor in reaching its full potential including the PA Hospital and Ecosciences precinct.

### 8.6.3 Other complementary projects

The Brisbane Metro corridor and station precinct locations are proximate to a number of other major projects of city-wide significance, including major development commitments. These projects sit outside the *Brisbane City Plan 2014* planning framework and include the following:

- Herston Quarter and Bowen Hills PDA
- Queen’s Wharf Brisbane PDA
- Woolloongabba PDA

Table 8.4 provides a short summary of each project, and how Brisbane Metro will interact with, complement and support each of these projects.
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<th>PROJECT</th>
<th>CONTEXT</th>
<th>INTERACTION WITH BRISBANE METRO</th>
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<td><strong>Herston Quarter and Bowen Hills PDA</strong></td>
<td>The Herston Quarter redevelopment proposal involves the revitalisation of the former Royal Children’s Hospital area and applies to around 6 hectares of land. The Priority Development Area (PDA) directly adjoins RBWH, and is part of the Herston health precinct. In order to support redevelopment, the Herston Quarter PDA was declared in November 2016 and an Interim Land Use Plan (ILUP) is presently in place to guide development until a Development Scheme has been finalised. The purpose of the PDA is to facilitate the development of a mixed use precinct with a strong emphasis on health-related uses. The PDA includes significant state-listed heritage places including the Lady Lamington Nurses Home, Edith Cavell and Lady Norman buildings which will be preserved and adaptively re-used. It is expected that a draft Development Scheme will be publicly notified in mid-2017. The Bowen Hills PDA Development Scheme came into effect on 3 July 2009 covers 108 hectares of land situated to the east of the RBWH and Bowen Bridge Road. The PDA contains a number of landmark places, including the RNA Showgrounds, the Old Queensland Museum, Perry Park and Bowen Hills railway station. The purpose of the PDA is to facilitate urban renewal on the inner-city fringe. This includes a network of precincts to facilitate Transit Oriented Development (TOD) near Bowen Hills station with supporting residential, event focused, mixed use, and industry throughout the balance of the PDA. A review of the existing Development Scheme is planned to be completed in mid to late 2017. The scope of the review includes re-examining land uses. The Bowen Hills PDA includes the proposed future CRR Exhibition station.</td>
<td>Brisbane Metro directly supports the transformational development projects underway at the RNA Showgrounds, and those proposed for Herston Quarter. The development of the Herston PDA must take the Brisbane Metro into consideration and ensure a clear and legible connection to the metro station is established. The direct pedestrian connections proposed by CRR through the Bowen Hills PDA to RBWH will strengthen the accessibility to and from the RBWH and Herston metro stations. Similarly, the metro stations will enhance accessibility to the PDAs and support redevelopment of these areas. Enhanced connections to Herston and RBWH stations provided by CRR and PDA redevelopment will ensure that public transport accessibility is maximised and together will strengthen the importance of this metro interchange and assist in anchoring the northern end of the Knowledge Corridor.</td>
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<td><strong>Queen's Wharf Brisbane PDA</strong></td>
<td>The Queen’s Wharf Brisbane PDA was declared on 28 November 2014, and includes land located between the Brisbane River and George Street and between Alice and Queen Streets, with a riverfront connection to the Goodwill Bridge. The areas cover approximately 27 hectares with half of the area in Brisbane River. On 28 January 2016, the Queen’s Wharf Brisbane PDA Development Scheme was approved by the Queensland Government. The Development Plan supports significant transformation in this part of the CBD as a tourism, recreation, cultural and entertainment destination for Brisbane. Destination Brisbane Consortium was the winning proponent, and is to deliver an integrated resort with casino costing $3 billion.</td>
<td>Brisbane Metro directly supports the transformational development project underway at Queen’s Wharf Brisbane. The Brisbane Metro will assist in improving accessibility to Brisbane City, and this new precinct. At North Quay, Brisbane Metro will also undertake urban realm improvements at the intersection with Victoria Bridge, linking directly to the works of the Queen’s Wharf Precinct at Queens Wharf Road. Together these projects significantly improve the pedestrian amenity of the CBD side of Victoria Bridge and the accessibility and attractiveness of the north bank of Brisbane River. Section 8.5.1 provides further details about the Cultural Centre Precinct, which includes North Quay.</td>
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### Interaction with Brisbane Metro

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<td>Woolloongabba PDA</td>
<td>The Woolloongabba PDA was declared on 23 April 2010. It is located within the suburb of Woolloongabba, approximately 2 kilometres south east of Brisbane’s CBD. The 10 hectare site is bounded by Vulture Street to the north, Stanley Street to the south, Allen Street to the west and Main Street to the east. The Development Plan supports TOD including mixed use development up to a height of 30 storeys as well as civic and open space. The PDA is intended to also be a regional transport hub servicing the Gabba stadium, Mater Hospital health precinct, the local catchment and provide interchange opportunities for regional travellers.</td>
<td>Council’s preferred high-frequency public transport network includes a future interchange at Woolloongabba. As such, a future extension of high-frequency transit to Woolloongabba is consistent with the transit aspirations of this part of the city. The potential future extension of high-frequency transit to Woolloongabba will also support redevelopment of the station precinct consistent with the Woolloongabba PDA. There is no specific timing for a future metro extension.</td>
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*Table 8.4 – Complementary city-wide projects with Brisbane Metro*
8.7 Summary and Next Steps

Brisbane Metro will link key employment nodes and clusters with a high-frequency passenger transport system to support business and enable these locations to thrive. Key employment and economic precincts that will be directly accessible by the Brisbane Metro include the RBWH, QUT Kelvin Grove, the CBD, Southbank, Mater Hospital, UQ, Princess Alexandra Hospital, and the Boggo Road Ecosciences Precinct.

The high-frequency, high-capacity metro will provide an accessible and reliable public transport service, which will drive economic growth, business interaction and support efficient connectivity.

Brisbane Metro will reduce bus congestion in the inner-city, and the removal of cars from Victoria Bridge and closure of North Quay to traffic will also reduce vehicle congestion in these areas. Reduced bus numbers on key CBD streets will also alleviate some pedestrian congestion and noise, air and visual pollution associated with many existing CBD bus stops. This reduction in congestion and pollution will directly improve the pedestrian environment, improve cycle safety and enhance ground level retail amenity.

The city and place aspects of two distinct precincts, namely the Cultural Centre and Roma Street, can be revitalised by the delivery of Brisbane Metro. Improved pedestrian connectivity, public spaces, and station precincts will support the emergence of Brisbane as a New World City.

Brisbane Metro can also increase the attraction of the inner-city both by supporting access to areas of high density living and by connecting economic precincts together. The Brisbane Metro will achieve this outcome by enhancing connections between the city’s key precincts, linking major points of activity and destinations via a high-frequency passenger transport system.

Brisbane Metro complements the Queensland Government’s proposed CRR Project, providing substantial city building benefits due to the combined projects making significant improvements to (and integration of) the public transport network, stations and station precincts. The projects also provide for place making benefits, as together they are catalysts to reimagine stations precincts and provide a better and consistent customer experience, particularly at the two overlapping stations of Roma Street and Boggo Road.