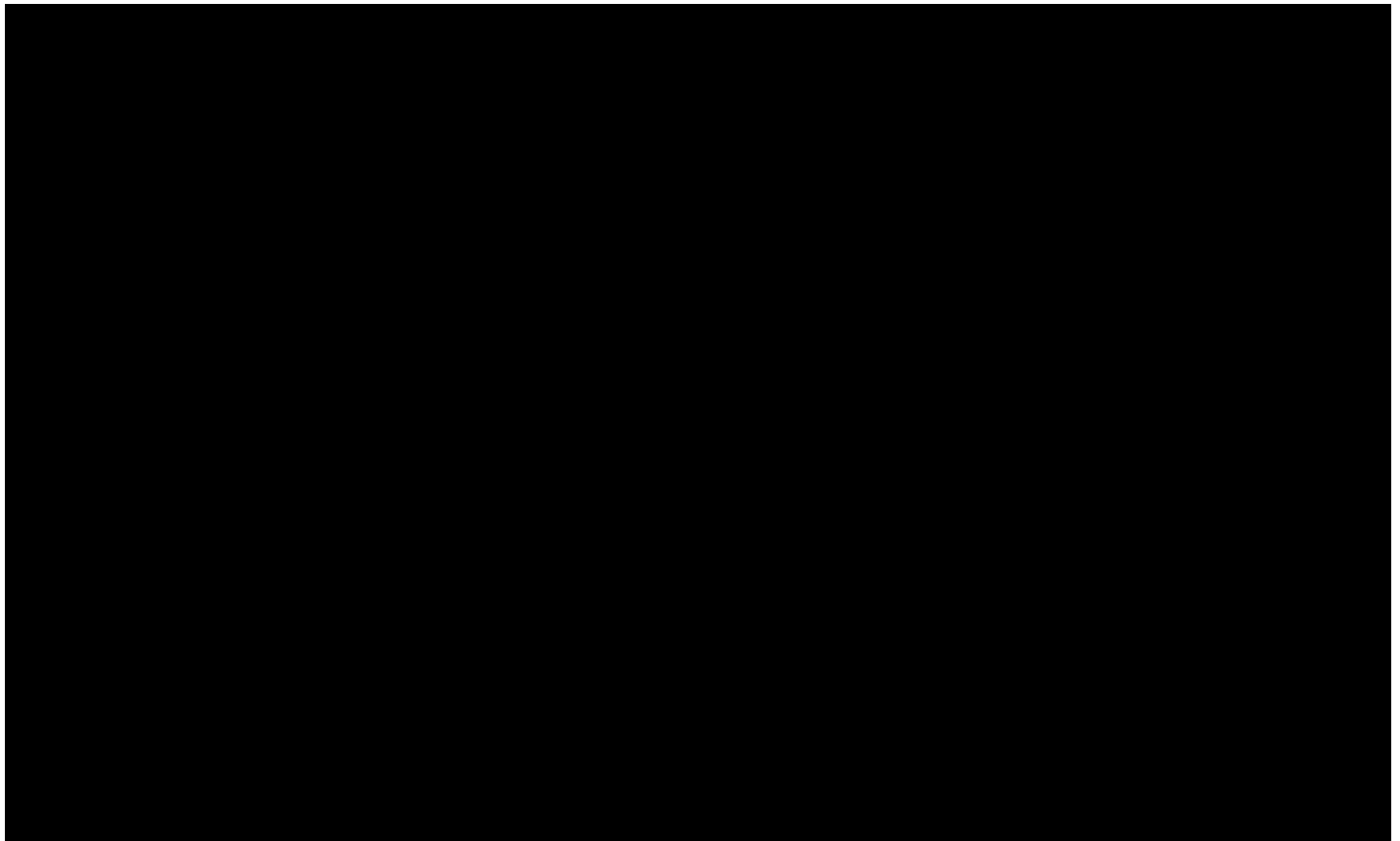


Construction Traffic Management Plan

Cross River Rail Project – Tunnel, Stations and Development Package (TSD)



Document number: CRR-TSD-TM-MPL-CBGU-000012

Revision date: 14/02/2025

Revision: 3

Details of Revision Amendments

Document Control

The CBUG Project Director is responsible for ensuring that this Plan is reviewed and approved. The Project Traffic Manager is responsible for updating this Plan to reflect changes to the Project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the CBUG Project Director before being distributed/implemented.

Table 1 Document schedule

Time for Submission	Period during which Project Co must provide updates	Update Interval
6 months prior to the expected date for Handback of the first item to achieve Handback	From initial submission until the Date of Final Acceptance	12-monthly

Revision Details

Table 2 Revision details

Revision	Details
A	Internal Review
B	For Review
C	For Approval of Relevant Authority (BCC, DTMR & TransLink)
0	CBUG Approved and 6 month review
1	CBUG Approved and 6 month review, VRS comments addressed
2	6 month review, VRS comments addressed
3	Update to include Herschel Street and Pocket Park scope

Distribution and Authorisation

The CBUG Project Director is responsible for the distribution of this Plan. The controlled master version of this document is available for distribution as appropriate and maintained on TeamBinder. All circulated hard copies of this document are deemed to be uncontrolled.

The implementation of this Plan is under the authority of CBUG Delegated Authority Matrix. All personnel employed on the Project will perform their duties in accordance with the requirements of this Plan, supporting management plans, and related procedures.

Table 3 Distribution List

Recipient	Distribution Method
Project Co (Pulse)	TeamBinder
Facilities Manager (FM)	TeamBinder
Cross River Rail Delivery Authority (CRRDA)	TeamBinder (via Pulse)
Project Independent Certifier (PIC)	TeamBinder (via Pulse)
Independent Safety Assessor (ISA)	TeamBinder (via Pulse)
CBGU Project Personnel	As per TeamBinder Distribution List
Brisbane City Council (BCC)	TeamBinder (via Pulse)
Department of Transport and Main Roads (DTMR)	TeamBinder (via Pulse)
TransLink	TeamBinder (via Pulse)

Compliance Matrix

Table 4 Compliance matrix

CRRDA REFERENCE	REQUIREMENT	ADDRESSED IN SECTION
Coordinator-General's Project-wide imposed conditions and recommendations		
Appendix 1 – Part C – Condition 14. Traffic and transport		
4.2.7	(a) Project construction traffic must be managed to avoid or minimise adverse impacts on road safety and traffic flow, public transport, freight rail movements, pedestrian and cyclist safety, and property access (b) During construction workforce car parking must be provided and managed to avoid workforce parking on local streets. (c) Access for emergency services to project worksites and adjoining properties must be maintained throughout the construction phase. (d) Practicable access is maintained to adjacent properties throughout the construction phase. (e) Heavy construction vehicles use only designated routes for spoil haulage and deliveries of major plant, equipment and materials, in accordance with the Construction Environmental Management Plan. The designated haulage routes for each worksite must follow major or arterial roads to the extent practicable and be developed in consultation with the Department of Transport and Main Roads and the Brisbane City Council in preparation of the Construction Environmental Management Plan. (f) The Construction Traffic Management Plan must be supported by a road safety assessment for the spoil haulage route. (g) Construction traffic must operate within the requirements of a construction traffic management sub-plan (Construction Traffic Management Plan) incorporated within the Construction Environmental Management Plan. (h) The Construction Traffic Management Plan must include: (i) the proposed access to worksites, with local or minor roads only used where unavoidable to access a project worksite; (ii) a process for advance notice to Directly Affected Persons and local communities within the vicinity of the spoil haulage routes and worksite accesses; (iii) local traffic management measures developed in consultation with Brisbane City Council for key intersections: (A) in Bowen Hills including Bowen Bridge Road, College Road and O'Connell Terrace; (B) in the CBD including Albert Street, Charlotte Street, Elizabeth Street and Roma Street; (C) at Woolloongabba including Leopard Street, Stanley Street, Vulture Street and Main Street; (D) at Dutton Park including Annerley Road, Peter Doherty Street, Joe Baker Street and Boggo Road, as well as Kent Street, Cornwall Street and Ipswich Road; (E) in the area of the Fairfield to Salisbury stations and Clapham Yard works. (iv) specific traffic management measures developed in consultation with other key stakeholders, including: (A) the department administering the Economic Development Act 2012 with	This Plan

	regards traffic management in the Queens Wharf Brisbane priority development area; (B) Queensland Rail about maintaining access to railway stations; and (C) the department administering the Transport Infrastructure Act 1994 and the Brisbane City Council about maintaining operations for bus services along streets affected by the Project Works. (i) Project Works must be designed, planned and implemented to maintain acceptable footpath and cycle paths in areas adjacent to project worksites in terms of capacity, legibility and pavement condition. The proponent must consult with the Brisbane City Council and Queensland Rail about changes in pedestrian and cycle paths required to facilitate Project Works.
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Referenced Documents

This Construction Traffic Management Plan is a subplan to the overall Construction Management Plan CRRTSD-CS-MPL-CBGU-000010.

Table 5 *Referenced Documents*

Document Number	Document Name	Location of Controlled Version
Referenced Project Plans include:		
CRRTSD-CS-MPL-CBGU-000010	Construction Management Plan	TeamBinder
CRRTSD-TM-MPL-CBGU-000014	Haulage Management Plan	TeamBinder
CRRTSD-TM-MPL-CBGU-000013	Construction Vehicle Management Plan	TeamBinder
CRRTSD-EN-MPL-CBGU-000019	Construction Environmental Management Plan	TeamBinder

The referenced documents are current at the date of this revision.

Glossary of Terms

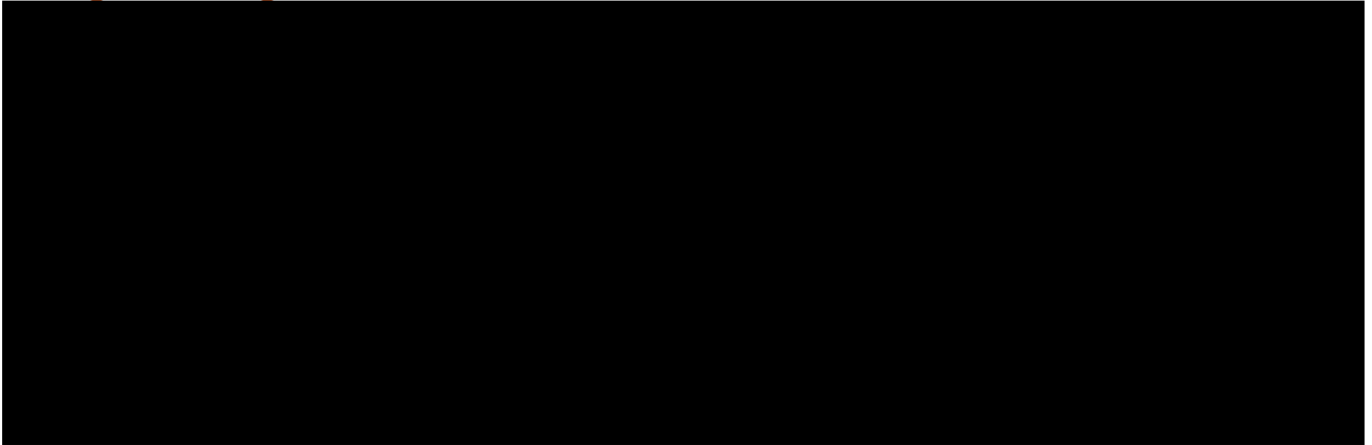
Table 6 Terms

Acronym	Meaning
BCC	Brisbane City Council
BMTMC	Brisbane Metropolitan Transport Management Centre
CBGU	D&C Contractor comprising a joint venture with CPB Contractors Pty Ltd, BAM International Australia Pty Ltd, Ghella Pty Ltd and UGL Engineering Pty Ltd
CPTED	Crime Prevention through Environmental Design
CRM	Customer Relationship Management
CRRDA	Cross River Rail Delivery Authority acting on behalf of the State
CTMLG	Construction Traffic Management Liaison Group
CTMP	Construction Traffic Management Plan
CVMP	Construction Vehicle Management Plan
DTMR	Department of Transport and Main Roads
MUTCD	Manual of Uniform Traffic Control Devices
OEMP	Outline Environmental Management Plan
PSTR	Project Scope and Technical Requirements
PTIM	TransLink's Public Transport Infrastructure Manual
QPS	Queensland Police Service
QR	Queensland Rail
RIS (or RIS Alliance)	Cross River Rail – Rail Integration and Systems Project Alliance
RPEQ	Registered Professional Engineer of Queensland
TCP	Traffic Control Permissions
TGS	Traffic Guidance Scheme
TMCLG	Traffic Management Construction Liaison Group
VMS	Variable Message Signs

Nominated Traffic Officer

The Nominated Traffic Officer (NTO) is responsible for the preparation and implementation of the CTMP-SP and associated Traffic Guidance Schemes (TGS). CBGUJV's NTO is Ben McLean. Ben holds a current Traffic Management Design qualification (No. 134 – Open) and has over 15 years' experience in traffic engineering, management, planning and operations.

Engineering Certification



1 Construction Zones

1.1 Zones

The Project has been divided into the construction zones and sub-zones listed in Table 7.

Table 7 Construction zones and sub-zones

Worksite	
Zone	Description
010000	Dutton Park Station (Platform and accessibility upgrades to be delivered by RIS Alliance)
020000	Southern Area Works (Boggo Road & Southern Portal)
030000	Woolloongabba
040000	Albert Street
050000	Roma Street Station
060000	Northern Portal
000000	Project Wide

1.2 Hours of Work

The hours of work at each worksite will be in accordance with the times stipulated within the Coordinator Generals Imposed Condition 10: Hours of Work. CBGU will also comply with any additional restrictions relating to the approved hours for spoil haulage and materials / equipment delivery imposed by the relevant Authority (e.g. BCC CBD lockout times 7:30am to 9:00; 4:00pm to 6:30pm). The authorised hours of work for spoil haulage and materials / equipment delivery (excluding concrete deliveries) at each work site are as follows:

Table 8 Hours of Work table

Worksite	Approved Hours for Spoil Haulage and Materials / Equipment Delivery (excluding concrete deliveries)
Dutton Park Station	24 hours, 7 days, except for: Monday to Friday: 7:00am – 9:00am, 4:30pm – 6:30pm
Southern Portal	24 hours, 7 days (including Boggo Road during approved rail possessions)
Boggo Road Railway Station	Monday to Friday: 6:30am – 7:30am, 9:00am – 2:30pm, 4:30pm – 6:30pm Saturday: 6:30am – 6:30pm Additional hours during gazetted school holidays: Monday to Friday: 7:30am – 9:00am, 2:30pm – 4:30pm
Woolloongabba Railway Station	24 hours, 7 days, except for: Monday to Friday: 7:00am – 9:00am, 4:30pm – 6:30pm
Albert Street Railway Station	Monday to Friday: 6:30am – 7:30am, 9:00am – 4:00pm, 6:30pm – 10:00pm Saturday: 6:30am – 6:30pm
Roma Street Railway Station	Monday to Friday: 6:30am – 7:30am, 9:00am – 4:00pm, 6:30pm – 10:00pm Saturday: 6:30am – 6:30pm Sunday: 9:00am – 6:30pm
Northern Portal	Monday to Friday: 6:30am – 10:00pm Saturday: 6:30am – 6:30pm

The following work (including associated spoil haulage and materials/equipment delivery, and concrete delivery) may be undertaken during the extended work hours as detailed in Table 9.

Table 9: *Extended Work Hours*

Description of Works	Extended Work Hours
Project works within rail corridor land	For the duration of an approved rail possession at all worksites except Clapham Yard For Clapham Yard – for the duration of an approved rail possession- 80 hours continuous work
Project Works within busway land	During the hours authorised by DTMR for access to busway for Project Works
Project Works within a road	During the hours authorised by Brisbane City Council or DTMR (as relevant) for access to the road for Project Works
Project Works involving the transport, assembly or decommissioning of oversized plant, equipment, components or structures	For transport, during the hours stated in the road access permit Otherwise, 6:30pm – 10:00pm, Monday to Friday

2 Management System

2.1 Traffic Management Document Hierarchy

2.1.1 Construction Traffic Management Plan (CTMP)

The CTMP forms the basis of the projects traffic management system and will serve as the framework for the development of the CTMP sub-plans and Traffic Guidance Schemes (TGS) required to facilitate the safe and efficient delivery of the Project.

The CTMP addresses:

- The Coordinator-Generals Imposed Conditions 14: Traffic and Transport
- The Outline Environmental Management Plan (OEMP)
- The Outline CTMP
- PSTR Volume 3 Annexure C

The CTMP will be submitted to the State Representative for review in accordance with the Review Procedures and CBGU will obtain the approval of BCC, DTMR and Queensland Rail Limited (QR) where required.

The CTMP will be subject to periodic review to address changes in the Projects construction programme and or methodology.

2.1.2 Construction Traffic Management Sub-Plans (CTMP sub-plans)

All construction traffic will operate within the requirements of the applicable CTMP sub-plans. CTMP sub-plans will demonstrate the construction traffic management strategies and mitigation measures to be adopted at each worksite to achieve the CTMP objectives. A suite of CTMP sub-plans will be developed to address traffic and transport impacts from construction activities at each worksite in accordance with the requirements of the PSTR Volume 3 Annexure C Section 11.2.

The CTMP sub-plans for each worksite and stage will demonstrate how the transport network will be safely and effectively managed throughout the construction for all vehicles, cyclists, pedestrians, public transport users and construction personnel.

Key traffic and transport considerations to be assessed and documented during the development of CTMP sub-plans will include:

- Addressing the timing of the Project Works
- How the Project Works will be integrated into the operation of the existing transport network. Including if required, addressing the potential diversion of traffic to other roads, the potential impact on affected local roads and the road network
- How potential risks that may impact transport network users will be managed and/or mitigated
- How the Project Works will be staged to maintain acceptable footpath and cycle path facilities
- Undertaking Construction Traffic Assessments in accordance with PSTR Annexure C Section 11.5 to demonstrate the staging of the Project Works will not adversely affect traffic performance, pedestrian

flows and public transport. CBUGJV will consult and agree with the relevant Authorities in accordance with PSTR Annexure C Section 11.5.3 prior to commencing construction traffic assessments

- Forecasted variations to existing traffic and pedestrians travel patterns and public transport operations and where local traffic management measures may be required
- Identifying where consequential and cumulative impacts on the existing integrated transport network may be expected including at key intersection e.g. for the CBD along Alice Street, George Street and Roma Street
- Detailing site-specific restrictions for construction vehicles
- Identifying the location of all construction site accesses and describe how construction traffic movements will be coordinated to maintain safe and efficient access and prevent queuing on adjacent roads
- The coordination of construction traffic with other major projects and redevelopments in the Project corridor (e.g. redevelopment of RNA Showgrounds, Queens Wharf Brisbane, Brisbane Metro, Woolloongabba priority development area, Boggo Road Urban Village)
- Any specific traffic management measures developed in consultation with the relevant Authorities regarding traffic management in the Queens Wharf Brisbane priority development area
- Any specific traffic management measures developed in consultation with QR about maintaining access to railway stations and other rail facilities
- Any specific traffic management measures developed in consultation with DTMR and BCC about maintaining operations for bus services along streets affected by the Project Works. Including how access, connectivity, frequency and on-road priorities will be managed with the Project Works
- Where the modification or closure of existing bus infrastructure or bus routes may be required
- How worksite hoarding, screening and fencing will be implemented in accordance with the principals of CPTED guidelines, and
- Where existing kerbside activities (taxi ranks, kerbside parking or loading zones) and city cycle stations will need to be removed and or relocated.
- Define provisions for Emergency Services Organisations and how the impact on their operations will be managed / minimised;
- Address vehicle sight distance requirements, Clear Zone requirements, and ensuring that motorists distraction is avoided; and
- Where required, include the use of variable message signs to be installed in accordance with:
 - Traffic and Road Use Management Manual Vol. 1 Part 10;
 - Austroads Guide to Traffic Management Part 10;
 - the Manual of Uniform Traffic Control Devices; and
 - AS 4852.2 Variable Message Signs Part 2: Portable Signs.

CTMP sub-plans will be certified by an RPEQ and Traffic Management Design Competent Person and countersigned by the Projects Nominated Traffic Officer. The CTMP sub-plans will be submitted to the relevant Authorities for acceptance prior to preparing the associated Traffic Guidance Scheme (TGS) see Section 2.1.7 below.

Each CTMP sub-plan will include Level (C) TGS prepared in accordance with the requirements of PSTR Annexure C Section 11.3 for:

- Each construction Stage identified in the CTMP sub-plan
- Each haulage route identified in the CTMP sub-plan (Haulage Management Plan)
- Each key intersection outlined in PSTR Annexure C Section 11.10

2.1.3 Haulage Management Plan (CTMP sub-plan)

Haulage including haulage of spoil material and material / equipment delivery will be in accordance with the CRRSD-TM-MPL-CBGU-000014 Haulage Management Plan including:

- Addressing compliance with the Heavy Vehicle National Law Act (Cth) 2012 and the associated regulations
- Describing the consultation undertaken with BCC and DTMR
- Describing the mitigation measures to avoid or minimise and mitigate the impacts of Project construction vehicles on the transport network and surrounding communities
- Documenting the nominated haulage routes to and from spoil haulage disposal sites
- Documenting the nominated haulage routes to and from the adjacent arterial road network for the delivery of materials and equipment and identify where local roads must be used to access the worksite
- Documenting roads subject to BCC haulage restrictions which shall not be used for spoil haulage or the delivery of materials and equipment
- Documenting the approved hours for spoil haulage and the delivery of materials / equipment at each worksite in compliance with the Coordinator-Generals Imposed Conditions (see Section 1.2)
- Providing an estimate of the quantity of excavated / demolition material to be removed from each worksite and the approximate number of heavy vehicle movements per day
- Demonstrating how the nominated haulage routes utilise the arterial road network and minimise the impact of construction vehicles on intersection operations, as far as is practicable
- Defining major haulage tasks and address how, as far as practicable, they will be avoided during scheduled major events
- For haulage routes that use local roads, include a Road Safety Assessment and any proposed specific mitigation actions in response to the audit findings (including where haulage routes travel past sensitive local facilities such as schools)
- Documenting the process to be implemented and followed for the delivery of oversized loads to worksites
- Providing details of the compliance strategy to be implemented to control the weight of vehicles entering and exiting the site and
- Documenting the communication strategy for early engagement on increased construction traffic in vicinity of project site

The Haulage Management Plan will be subject to review every six months to forecast the volumes of construction vehicles generated by the haulage of spoil and delivery of major materials / equipment on the transport network, and to address any changes in the Projects delivery routes and or spoil haulage routes.

During the six-month period between reissues, it is likely that there will be changes to approved spoil haulage routes and/or spoil disposal sites (i.e. new spoil haulage routes). To efficiently manage the assessment and approval of changes to existing spoil routes and/or the addition of new spoil routes, routes will be documented within a Haulage Routes Register. This register will be continually updated as required, with changed / new routes captured within the next six-month reissue of the Haulage Management Plan.

2.1.4 Construction Vehicle Management Plan (CVMP)

Construction vehicle management including the minimisation of vehicle traffic impacts on the community and stakeholders will be in accordance with the CRRTSD-TM-MPL-CBGU-000013 Construction Vehicle Management Plan including:

- Describing the real time monitoring system (position, speed, route) that will be used to manage each spoil haulage truck in relation of compliance with approved spoil haulage routes, traffic conditions and schedule requirements
- Describing the proposed strategy for spoil haulage vehicle identification
- Documenting the stipulated vehicle performance / compliance standards and maintenance requirements
- Identifying the types of controls that may be implemented to remove loose soil and other debris before construction vehicles enter a public road and

2.1.5 Construction Workforce Parking

A Construction Workforce Parking Strategy has been prepared for each construction worksite and identifies strategies to be implemented to encourage the project workforce to travel via public transport and/or other modes of transport (i.e. active transport)

This plan:

- Documents how workforce parking will be managed to avoid or minimise and mitigate adverse impacts on the local community and businesses
- Includes a first principals estimate of workforce traffic and parking demand
- Identifies the strategies / incentives to be implemented to encourage workforce to travel via public transport and /or by other active transport modes (e.g. cycle)
- Identifies suitable commercial paid parking options
- Identifies options for the use of active transport to and from each worksite

2.1.6 Temporary Traffic Management (TTM) Designs

Temporary Traffic Management (TTM) design will follow the Design Review Process for Category 2 Temporary Works Designs that have a public interface. The construction staging methodology for each project zone is based on several key principles that will be followed during design development:

- Integration of construction traffic management and design disciplines
- Providing safe and efficient access for construction vehicles to and from the construction site
- Considering the needs of pedestrians and cyclists in areas adjacent to project worksites and providing acceptable facilities at all times

- Minimising the number of changes required to the transport network
- Maintaining the capacity and functionality of bus stops and platforms
- TTM designs prepared by CBGU that are associated with existing bus infrastructure will include any necessary modifications to roads, intersections, traffic signals and signage
- The design of all modifications to existing bus infrastructure will be in consultation with TransLink and BCC as applicable and will comply with the TransLink Public Transport Infrastructure Manual (PTIM)
- Hoarding, fencing and screening will be designed so as not to pose a hazard to pedestrians or cyclists or restrict footpath, bikeway or shared user path widths, compromise vehicle and cyclist sight distance requirements or introduce a hazard within the clear zone
- Temporary works with a public interface will be designed in accordance with Disability Standards for Accessible Public Transport and Crime Prevention Through Environmental Design guidelines and
- Temporary works and associated infrastructure will be designed in accordance with the relevant Authority standards.

Consultation with Authorities regarding the design of temporary infrastructure will be via the Design Review Process. Other consultation may be undertaken by CBGUJV on an as needs basis during the design development process. This may occur at scheduled recurring or weekly meetings, workshops or the Construction Traffic Management Liaison Group meetings.

Long term Traffic Guidance Schemes (Level C) will include relevant TTM designs and will provide further site specific details of work areas, any operational controls required at construction site access points and details of temporary traffic control devices that may be required to warn traffic and guide it through or past a work area or temporary hazard.

2.1.7 Traffic Guidance Schemes (TGS)

Traffic Guidance Schemes (TGSs) will be prepared in accordance with the requirements of PSTR Annexure C Section 11.3.

Level (C) TGS for works involving complex traffic arrangements or staging or both will be included in each CTMP sub-plan as applicable. The TGS drawings will incorporate the strategies and mitigations identified in the applicable CTMP sub-plan including:

- Any measures to be implemented to mitigate cumulative impacts at key intersections (i.e. along Alice Street, George Street and Roma Street)
- How temporary road safety barrier systems, hoarding, screening and or fencing will be used to separate work areas from public traffic and pedestrians
- How the principals of CPTED will be incorporated including any feedback received from Queensland Police Service (QPS)
- How operational controls will be implemented (where required) at site access points to safely and efficiently manage construction vehicle movements adjacent to any public transport, pedestrian or cyclist facilities
- Any provisions to be implemented at the request of Emergency Services organisations with respect to traffic safety, public safety and / or emergency vehicle access and

- Where Variable Message Signs (VMS) are to be used for advance notification and advance warning of changes to the transport network.

Level (C) TGS will be certified by an RPEQ and Traffic Management Design Competent Person and countersigned by the Projects Nominated Traffic Officer.

Level A and B TGS for short term or simple works will be certified by a Traffic Management Design Competent Person and the Projects Nominated Traffic Representative and will be submitted to the relevant Authority as described below in Section 4.1.8.

2.1.8 Traffic Control Permissions for Short Term works

Level A and B TGSs for short term and mobile works not involving a road closure or works involving relatively simple part-roadway closures will be submitted to the relevant Authorities prior to the commencement of the works in order to obtain Traffic Control Permissions (TCPs). CBGU will apply for and obtain:

- In the case of a BCC Road, a Temporary Road Closure Certificate of Assessment – nominally 20 business days prior to commencing work
- In the case of a State Controlled Road, a Road Occupancy License (DTMR Traffic Control Permit) – nominally 7 business days prior to commencing work
- In the case of a Busway, a Busway Works Form – nominally 5 business days prior to commencing works and
- A permit from QPS for works on BCC roads (i.e. roads other than State Controlled roads).

It is CBGU's intent to develop a table of permitted lane closure times for each worksite and precinct in consultation with the relevant Authorities for inclusion within applicable CTMP sub-plans for the affected roads adjacent to each worksite.

For works which occupy or require the part or full closure of a footpath, kerbside area or shared use path approval will be obtained from the relevant Authorities prior to the commencement of works.

2.2 Codes and Standards

Legislation, standards and guidelines that apply to traffic management for this project include:

- Work Health and Safety Act 2011 (Qld)
- Work Health and Safety Regulation 2011 (Qld)
- Transport Operations (Road Use Management) Act 1995
- Heavy Vehicle National Law (Queensland) October 2018
- Transport Operations (Road Use Management-Accreditation and Other Provisions) Regulation 2005
- Traffic Management for Construction or Maintenance Work Code of Practice 2008
- Australian Standard 1742.3 2009 Manual of Uniform Traffic Control Devices
- Queensland Guide to Temporary Traffic Management (QGTMM)
- Austroads Guide to Temporary Traffic Management (2019)
- DTMR Road Planning and Design Manual

- Austroads Guide to Road Design
- Transport and Main Roads specifications (MRTS)
- Public Transport Infrastructure Manual 2015
- Road Safety Barrier Systems, End Treatments and other related Road Safety Devices (accepted for use on state controlled roads in Queensland)
- Crime Prevention through Environmental Design- Guidelines for Queensland;
- Brisbane City Council: Reference Specifications for Civil Engineering works
- Traffic Controller Accreditation Scheme – Approved Procedure (TCASAP)
- Queensland Traffic Management for Construction or Maintenance Work Code of Practice 2008

2.3 Nominated Traffic Officer

The Traffic Manager (Ben McLean – TMD No. 134) will be the Nominated Traffic Officer. The Traffic Manager will be responsible for the preparation of the CTMP and CTMP sub-plans and fulfil the stipulated requirements of MRTS02 and PSTR Annexure C Section 11.7.1.

3 Traffic Management Strategy

Construction of the Project Works will be planned and managed to avoid or minimise and mitigate impacts on:

- Road safety and traffic flow
- Public transport
- Pedestrian and cyclist safety
- Property access
- Local roads
- Parking.

3.1 Minimise Disruption

Key strategies to be implemented in the CTMP sub-plans to minimise construction traffic impacts on the transport network include:

3.1.1 Road Network

- Maintaining the traffic-carrying capacity and connectivity of affected roads and current levels of service, safety and travel time, as far as is practicable
- Minimising the number of changes to the transport network including the roads, footpaths, cycle paths and bus lanes
- Minimising the impact of construction traffic on local roads e.g. Boggo Road, Joe Baker Street and Peter Doherty Street
- Ensuring that key pedestrian pathways on Albert Street and Roma Street stations remain open for the duration of the works
- Early consultation with DTMR, BCC and Emergency Services Authorities about and incorporating feedback into the CTMP sub-plans as applicable
- Disruptions to the operation of the road network due to Project Works will be avoided during peak periods, where possible, and managed during off-peak periods
- Working collaboratively with BCC to assess where the implementation of local traffic management measures will reduce traffic impacts associated with construction vehicles at the following key intersections:
 - in Bowen Hills including Bowen Bridge Road, College Road and O’Connell Terrace
 - in the CBD including Albert Street, Mary Street, Charlotte Street, Elizabeth Street and Roma Street
 - at Woolloongabba including Leopard Street, Stanley Street, Vulture Street and Main Street and
 - at Dutton Park including Annerley Road, Peter Doherty Street, Joe Baker Street and Boggo Road, as well as Kent Street, Cornwall Street and Ipswich Road.
- Avoiding major haulage tasks during scheduled major events at the Gabba Stadium, Lang Park, Riverfire and New Year’s Eve.

Consultation with Authorities regarding specific mitigation measures, local traffic management mitigation measures and haulage routes will be undertaken by CBGUJV at scheduled recurring or weekly meetings with the relevant Authority, workshops or the Construction Traffic Management Liaison Group meetings.

3.1.2 Public Transport Network

- Minimising the number of changes and disruption to public transport infrastructure, keeping the network simple for customers
- Develop specific traffic management measures in consultation with TransLink / BCC to maintain operations for bus services along streets affected by the Project Works
- Maintaining passenger rail services and schedules during peak weekday travel times with disruptions to the operation of the public transport network avoided during peak periods, where possible
- Planning, scheduling, and implementing all modifications or closures to existing bus infrastructure in consultation and with the prior written endorsement of DTMR (Metro), TransLink and BCC as applicable
- Not impacting any scheduled bus and rail services without the prior written approval of QR, TransLink, DTMR and BCC
- Staging the Project Works to maintain the capacity and functionality of the existing busways (Eastern Busway, South East Busway and Inner Northern Busway)
- Staging the Project Works to ensure Supporting Access infrastructure is functional during all operational times.
- Staging the Project Works so that impacts to the bus network are managed in accordance with the CRRDA Bus Impact Management Plan during Construction requirements and disruptions to the Inner Northern Busway, Eastern Busway adjacent to Boggo Road Station and Woolloongabba Busway Station are minimised
- Providing timely and accurate information to the local community and commuters about the timing and scale of changes to rail, busway and road network operations in the vicinity of the Project Works
- Construction traffic will not use bus infrastructure as haulage routes, unless otherwise approved e.g. use of Boggo Road Busway for construction site access from Ipswich Road and O'Keefe Street and
- Maintaining key freight rail services and schedules.
- A Bus Closure and Diversion Schedule, showing all proposed bus closures and diversions, including details of the location, type, duration and approval requirements of each closure has been developed and included as Appendix B. This is live document, and is continually updated as proposed bus closures and diversions are required.

3.1.3 Maintaining Access

Key strategies to be implemented in the CTMP sub-plans to maintain access for businesses, residents and community facilities include:

- Staging the Project Works to maintain equivalent levels of access (vehicular and pedestrian) to all properties during trading hours including businesses and community facilities at Stanley Street and Vulture

Street; schools and businesses along Gregory Terrace; businesses along O'Connell Terrace, businesses at Roma Street, Charlotte Street, Mary Street

- Staging the Project Works to maintain access for delivery vehicles to businesses at Boggo Road Urban Village and the Ecosciences Precinct
- Maintaining access for both the general public and emergency services vehicles to hospitals and medical centres at Princess Alexandra Hospital, Mater Hospital and the Royal Brisbane and Women's Hospital (RBWH) at all times
- Staging the Project Works to maintaining pedestrian access at all times through the Albert Street road closure including to commercial properties during trading hours
- Staging the Project Works to maintain equivalent level of access to public transport providers facilities
- Staging the Project Works to maintain access to railway stations at all times
- Using real time monitoring and direct communication with Spoil Haulage vehicles to manage headways / arrivals at construction site access gates to ensure vehicles do not queue on adjacent roads
- Where a reduction in level of access to any of the above is predicted in the CTMP sub-plan CBGUJV Stakeholder and Community Relations team will undertake consultation and prior agreement will be obtained from the property owner/occupier or public transport provider

3.2 Traffic Management and Safety

Key strategies to be implemented in the CTMP sub-plans to maintain the safe and efficient traffic flow on the transport network include:

3.2.1 Road, Pedestrian and Cyclist Infrastructure

- Minimising the number of construction site accesses from the adjacent road network and sharing access with RIS Alliance and QR where applicable
- Locating construction site accesses on higher order roads where practicable, to minimise the potential impact on local roads
- Designing construction site access points and site layouts to provide unimpeded turn movements from the public road network (and where not possible, identify appropriate operational controls) and with adequate storage capacity to ensure construction vehicles do not queue or stand on adjacent roads
- Designing construction site access points so that vehicles do not reverse on to the road, unless it is unavoidable to access a Project worksite
- Designing construction site access points in accordance with relevant Authority design standards and approvals
- Designing construction site access points so that gates at vehicle access and egress points open inwards towards the site rather than outwards onto footpath or a road
- Designing construction site access points so that heavy vehicles, including wide or high loads, can negotiate site accesses and temporary construction roads safely

- Designing construction site access points so that heavy vehicles, including wide or high loads, can safely negotiate any roads that they will use
- Designing construction site access points so that there are separate access points for vehicles and pedestrians
- Designing all required side tracks and site access roads for a minimum 5-year Design Life and repairing any Defects during operational use within a 24 hour period
- Ensuring any temporary access measures implemented, are removed and the site fully rehabilitated
- Staging of the Project Works to maintain acceptable footpath and cycle paths in areas adjacent to Project worksites and where changes are required to facilitate Project Works consult with BCC, QR, TMR, TransLink as applicable
- Working collaboratively with the relevant Authorities to identify Special Events that are expected to generate additional reliance on public transport and additional vehicle or pedestrian traffic and coordinating the Project Works to facilitate traffic and pedestrian flows, where possible
- Designated haulage routes will utilise the arterial and major road network to the greatest extent possible with local or minor roads only used where it is unavoidable to access a Project worksite
- Real time management of spoil haulage vehicles to monitor vehicle speed and position to and between worksites and spoil disposal sites
- Spoil haulage and materials and equipment delivery will be undertaken within the hours of work set out in the Conditions of Approval to avoid disruption to traffic flows during peak periods
- Road safety assessments will be undertaken for local roads that form part of the designated spoil haulage routes
- Road safety assessments will be undertaken for Annerley Road / Peter Doherty Street and Annerley Road / Boggo Road intersections
- Developing training for truck drivers regarding the required behaviours with respect to safety, courtesy and amenity and
- Obtaining approval from the relevant Authorities where the delivery or removal of oversized plant, equipment and structures may require the use of other truck routes.

3.2.2 Public Transport Infrastructure

- A continuous path of accessible travel will be maintained to and between public transport facilities for the public during all operational times
- Where a continuous path of accessible travel cannot be maintained to and between bus infrastructure during operational times an equivalent access solution will be implemented in consultation with TransLink and BCC e.g. Roma Street bus diversion
- Supporting access infrastructure at rail and busway stations is functional during all operational times
- Staging of the Project Works to ensure that ticketing and public transport information systems, security systems, emergency systems and emergency accesses are available, maintainable and operable at all times

- Locating ticketing and public transport information systems so that reasonable sight lines are maintained for customers
- Staging the Project Works so that sight lines to bus infrastructure including signage and ITS (existing and temporary) are maintained
- Consultation with TransLink and BCC prior to any lifting or crane operations over or adjacent to Bus Infrastructure
- Staging the Project Works to ensure that hoardings do not restrict pedestrian movements into and out of the railway and busway stations and
- Where the use of temporary lighting is required it will be positioned in a way that does not impact the safe operation of railway lines, busways or roads.

3.3 Road Safety Audits

Independent Road Safety Audits (RSA) will be undertaken in accordance with PSTR Annexure C Section 11.6. CBGUJV's approach to comply with the requirements for RSA during construction is described below:

- A preliminary design stage audit will be included with the CTMP sub-plans
- A detailed design stage audit will be included with the TGS – this may be the same audit as undertaken on any corresponding Temporary Works Design
- A pre-opening stage audit will be undertaken when a long term TGS (a TGS that is required to operate both day and night and may be left unattended) can be driven, ridden and walked (as appropriate) by the audit team to ensure that the safety needs of all likely road users have been provided for
- A post implementation stage road safety audit will be undertaken for all long term TGS (a TGS that is required to operate both day and night and may be left unattended). Post implementation audits will be undertaken within 24 hours of opening changed transport infrastructure to traffic and
- A road safety assessment of existing roads that will be used as designated haulage routes will be undertaken.

All Road Safety Audits will be undertaken in accordance with the Austroads Guide to Road Safety - Part 6 using an accredited Road Safety Auditor registered with DTMR.

3.4 Existing Kerbside Activities

CBGUJV will maintain equivalent functionality and capacity to existing public/private access egress at all times unless otherwise approved in writing by the relevant owner/occupier.

Existing BCC kerbside activities that are required to be removed or relocated to enable construction of the Project Works include (but are not limited to):

Boggo Road Station and precinct:

- Short term parking on Boggo Road between Patricia Mather Street and Joe Baker Street
- Loading zone opposite the Ecosciences precinct on Boggo Road near Joe Baker Street
- Short term parking along Joe Baker Street between Boggo Road and Peter Doherty Street

Albert Street Station and precinct:

- Taxi rank between Charlotte Street and Elizabeth
- Loading zone between Charlotte Street and Elizabeth (opposite the Royal Albert Apartments)
- City Lights advertising signs (x 2) between Mary Street and Charlotte Street

Roma Street Station and precinct:

- Removal of the loading zone outside the Brisbane Transit Centre

3.5 Incident Management

CBGUJV will comply with all requirements of Law and PSTR Annexure C Section 12 Incident Management. When a traffic incident or incident involving the public occurs within or immediately adjacent to the Licensed Construction Area CBGU will:

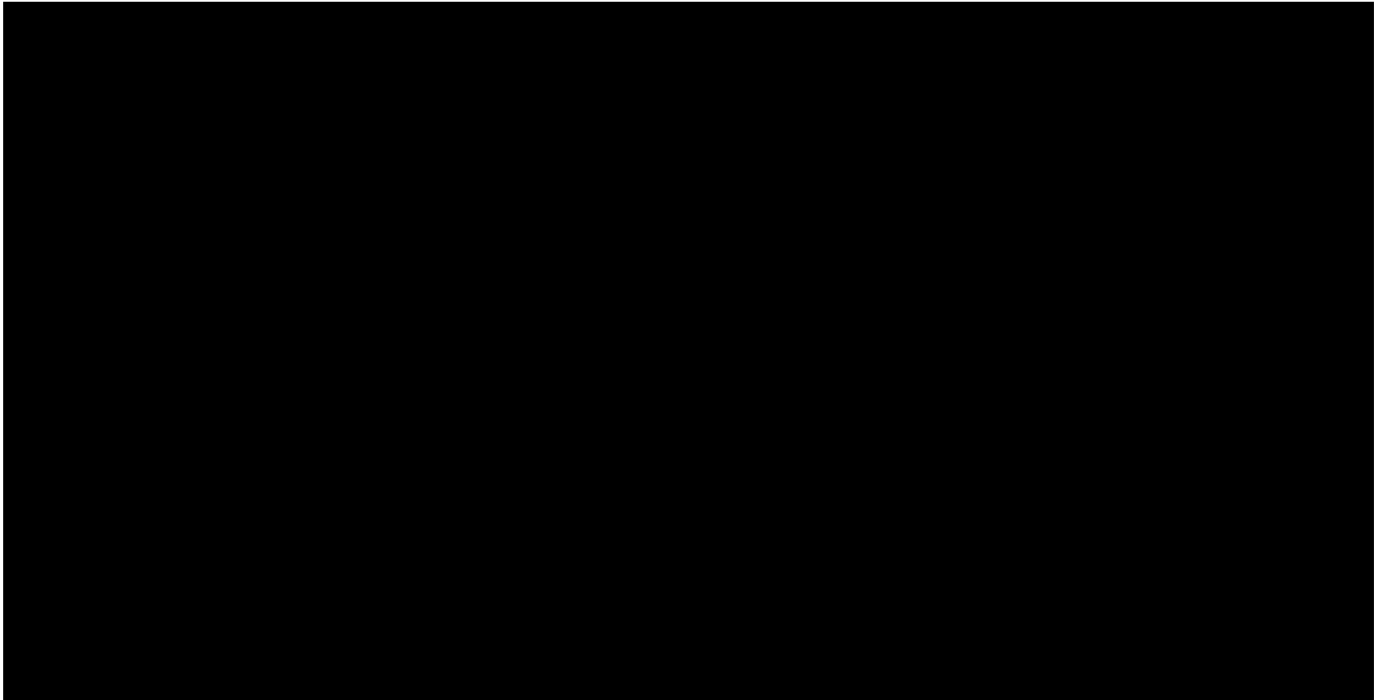
- Coordinate with Emergency Services and where directed to do so, provide assistance as far as is practicable
- Immediately notify the State Representative and Project Independent Certifier of traffic crashes in the Project Area, traffic crashes involving a vehicle that is associated with the project and incidents involving the public on the Licensed Construction Area
- Provide a written report to the State Representative and Project Independent Certifier within 48 hours of providing notification of a traffic crash in the Project Area, traffic crashes involving a vehicle that is associated with the project and incidents involving the public on the Licensed Construction Area
- Notify the BMTMC and Community Relations Monitor within 15 minutes of a traffic incident occurring
- Coordinate with the Brisbane Metropolitan Transport Management Centre (BMTMC) in the event of incidents or undue congestion
- Report any unplanned incidents (disruption, hazard, safety practice) which may affect bus operations or infrastructure to TransLink and CRRDA and provide any information reasonably required by the relevant Authority
- Maintain access for emergency services to project worksites and adjoining properties will be maintained throughout construction
- Any loose debris / hazards on the roadway will be reported by CBGUJV personnel or Subcontractors to the applicable Area Superintendent who will liaise with the Traffic Manager to determine the appropriate response

4 Construction Staging

4.1 Dutton Park Station

4.1.1 Overview

The Dutton Park Station platform and accessibility upgrades will be delivered by the RIS Alliance (Unity Alliance).



4.1.2 Construction Traffic Management Sub-Plans (CTMP sub-plans)

Not applicable.

4.2 Southern Portal Area

4.2.1 Overview

The Southern Portal construction site is located between Dutton Park Station, adjacent to the EcoSciences Building and the Princess Alexandra (PA) Hospital.

4.2.2 Construction of Project Works

Key construction activities at the Southern Portal worksite during the next 6-month period will include:

- Piling works
- Excavation and retention works
- FRP works
- Rail formation and construction works.

4.2.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

The following table includes a schedule of the CTMP subplans developed for the Southern Portal Area.

Document Number	Zone	Description
CRRTSD-TM-CTMP-CBGU-020001	Southern Portal	Utility Works
CRRTSD-TM-CTMP-CBGU-020002	Southern Portal	Site Establishment
CRRTSD-TM-CTMP-CBGU-023003	Southern Portal	Retaining Wall Construction

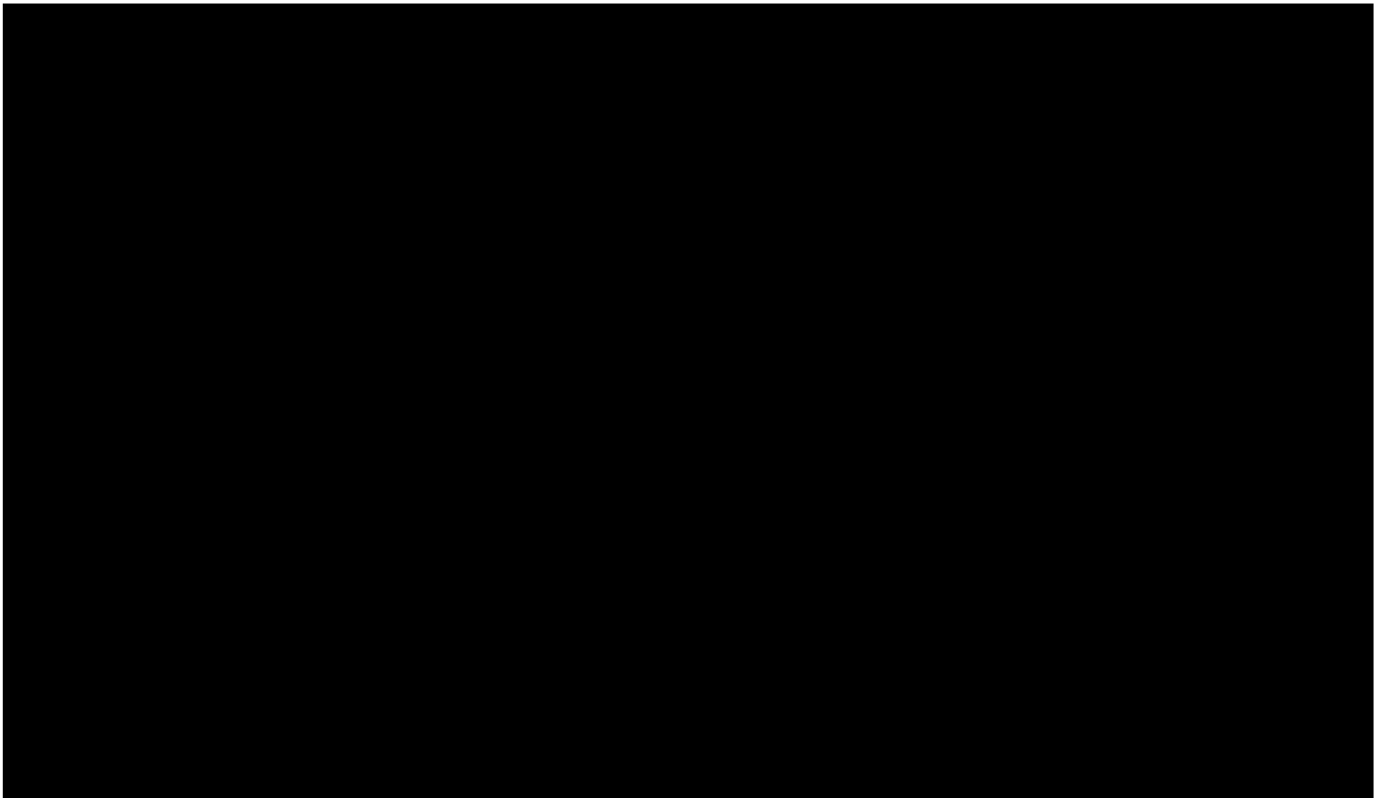
Works are currently progressing at the Southern Portal Area and under the following CTMP-SP's:

- CRRTSD-TM-CTMP-CBGU-020001
- CRRTSD-TM-CTMP-CBGU-020003.

4.3 Boggo Road

4.3.1 Overview

The Boggo Road Station Precinct is located between the CSIRO Dutton Park EcoSciences precinct and the rail alignment and is close to several sensitive receivers – namely the Leukaemia Foundation ESA Village, the Dutton Park EcoSciences research centre, the Dutton Park State Primary School and the Brisbane South State Secondary School.



4.3.2 Construction Works

Key construction activities at the Boggo Road worksite during the next 6-month period will include:

- Station excavation and cavern works
- Shotcreting
- FRP works
- Precast delivery and installation.

4.3.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

The following table includes a schedule of the CTMP subplans developed for the Boggo Road Station and Precinct.

Document Number	Zone	Description
CRRTSD-TM-CTMP-CBGU-025001	Boggo Road Station & Precinct	Site Establishment
CRRTSD-TM-CTMP-CBGU-025002	Boggo Road Station & Precinct	Boggo Road Busway Retaining Wall Demolition
CRRTSD-TM-CTMP-CBGU-025003	Boggo Road Station & Precinct	Boggo Road Realignment
CRRTSD-TM-CTMP-CBGU-025004	Boggo Road Station & Precinct	Boggo Road Busway Concrete Pump Installation
CRRTSD-TM-CTMP-CBGU-025005	Boggo Road Station & Precinct	Joe Baker Street Realignment

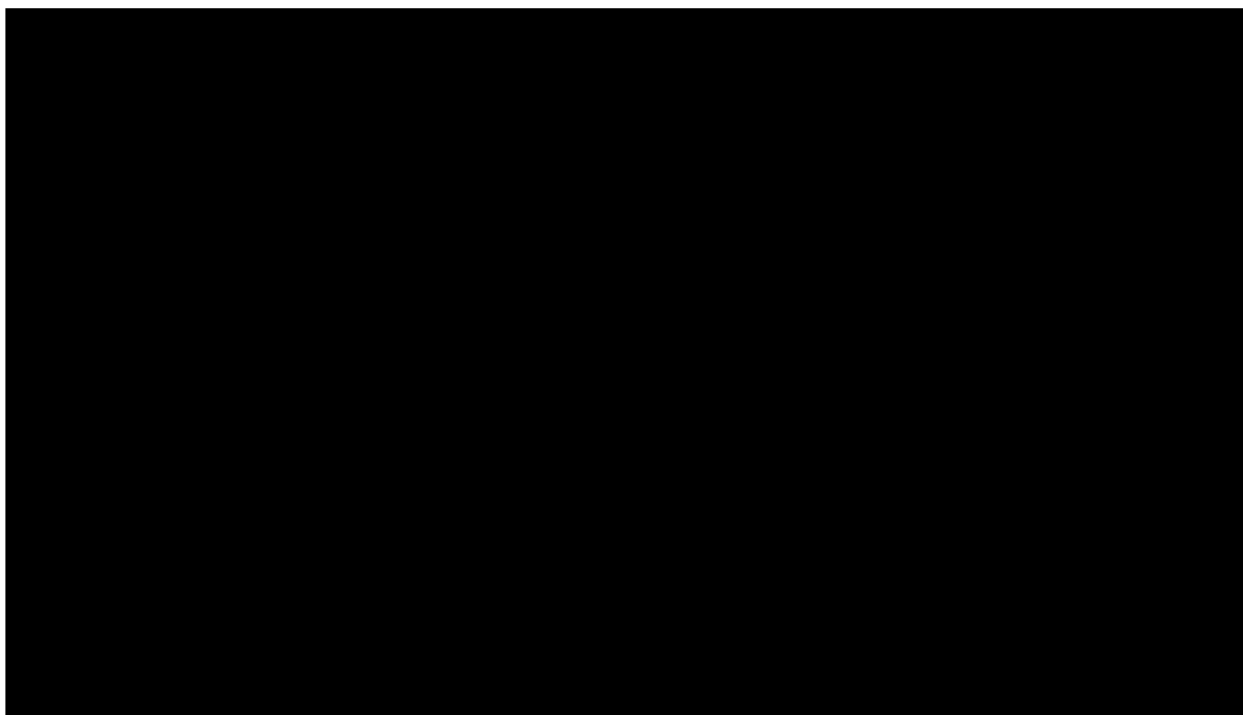
Works are currently progressing at the Boggo Road Station and Precinct under the following CTMP-SP's:

- CRRTSD-TM-CTMP-CBGU-025004
- CRRTSD-TM-CTMP-CBGU-025005

4.4 Woolloongabba

4.4.1 Overview

Occupying a city block bounded by Leopard Street, Vulture Street, Main Road and Stanley Street, the Woolloongabba Station precinct is well positioned to act as the Project's logistical hub. Existing access points from the site to Leopard Street, Vulture Street and Ipswich Road will provide direct access to the arterial road network.



4.4.2 Construction Works

Key construction activities at the Woolloongabba worksite during the next 6-month period will include:

- Excavation and tunnelling works
- FRP works
- Precast delivery and installation
- Stanley Street Plaza Bridge works.

4.4.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

The following table includes a schedule of the CTMP subplans developed for the Woolloongabba Station and Precinct.

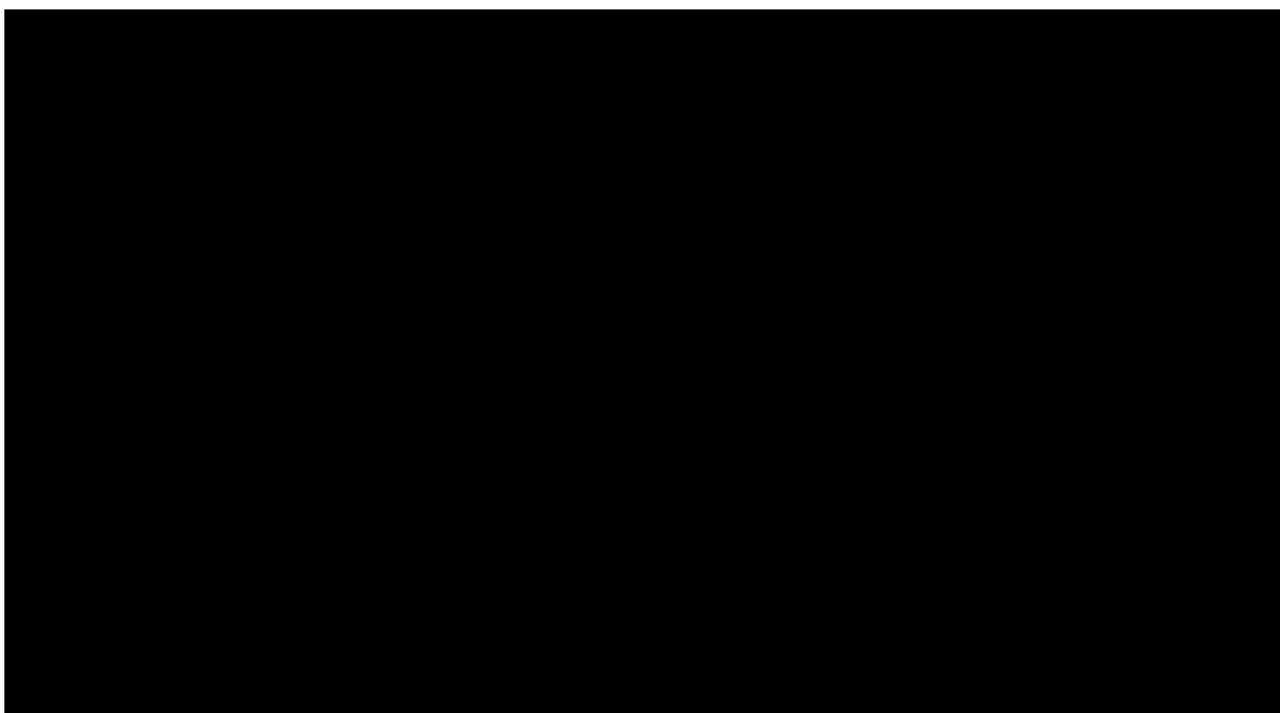
Document Number	Zone	Description
CRRTSD-TM-CTMP-CBGU-030001	Woolloongabba Station & Precinct	Site Establishment

Works are currently progressing at the Woolloongabba Station and Precinct under CRRTSD-TM-CTMP-CBGU-030001 Site Establishment. This CTMP-SP provides for the long-term worksite operations.

4.5 Albert Street

4.5.1 Overview

Located within the Brisbane CBD, the Albert Street precinct is one of two stations that must be constructed under the restraints of CBD traffic conditions. Albert Street is closed to general traffic between Mary Street and Elizabeth Street (with pedestrian access maintained at all times) to enable the construction activities at the Lot 1 (Albert Street Station), Lot 2 (Albert Street Tunnels) and Lot 3 (Albert Street Northern Entrance) worksites.



Construction Works for Lot 1 and Lot 2

Key construction activities at the Albert Street Lot 1 and Lot 2 worksites during the next 6-month period will include:

- Excavation and retention works
- Lot 1 drill and blast
- FRP works.

4.5.2 Construction Works for Lot 3

Key construction activities at the Albert Street Lot 3 worksite during the next 6-month period will include:

- Excavation and retention works
- FRP works.

4.5.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

The following table includes a schedule of the CTMP subplans developed for the Albert Street Station and Precinct.

Document Number	Zone	Description
CRRTSD-TM-CTMP-CBGU-040001	Albert Street Station & Precinct	Site Establishment & Demolition
CRRTSD-TM-CTMP-CBGU-040002	Albert Street Station & Precinct	Lot 2 Operations
CRRTSD-TM-CTMP-CBGU-040003	Albert Street Station & Precinct	Lot 3 Site Establishment, Demolition and Operations (under development)
CRRTSD-TM-CTMP-CBGU-040004	Albert Street Station & Precinct	Lot 1 Operations

Works are currently progressing at the Albert Street Station and Precinct under the following CTMP-SP's:

- Lot 2 - CRRTSD-TM-CTMP-CBGU-040002
- Lot 3 - CRRTSD-TM-CTMP-CBGU-040003
- Lot 1 - CRRTSD-TM-CTMP-CBGU-040004.

4.6 Roma Street

4.6.1 Overview

Construction of the new Roma Street Station Precinct will require the demolition of the Brisbane Transit Centre including a full closure of the Inner Northern Busway for a period of 15 weeks from 18 May to 31 August 2020.

Pedestrian access and connectivity between the Inner Northern Busway and the Roma Street Station platforms will be staged during construction with suitable, compliant access maintained at all times.

4.6.2 Construction Works for Roma Street Station and Tunnel Site

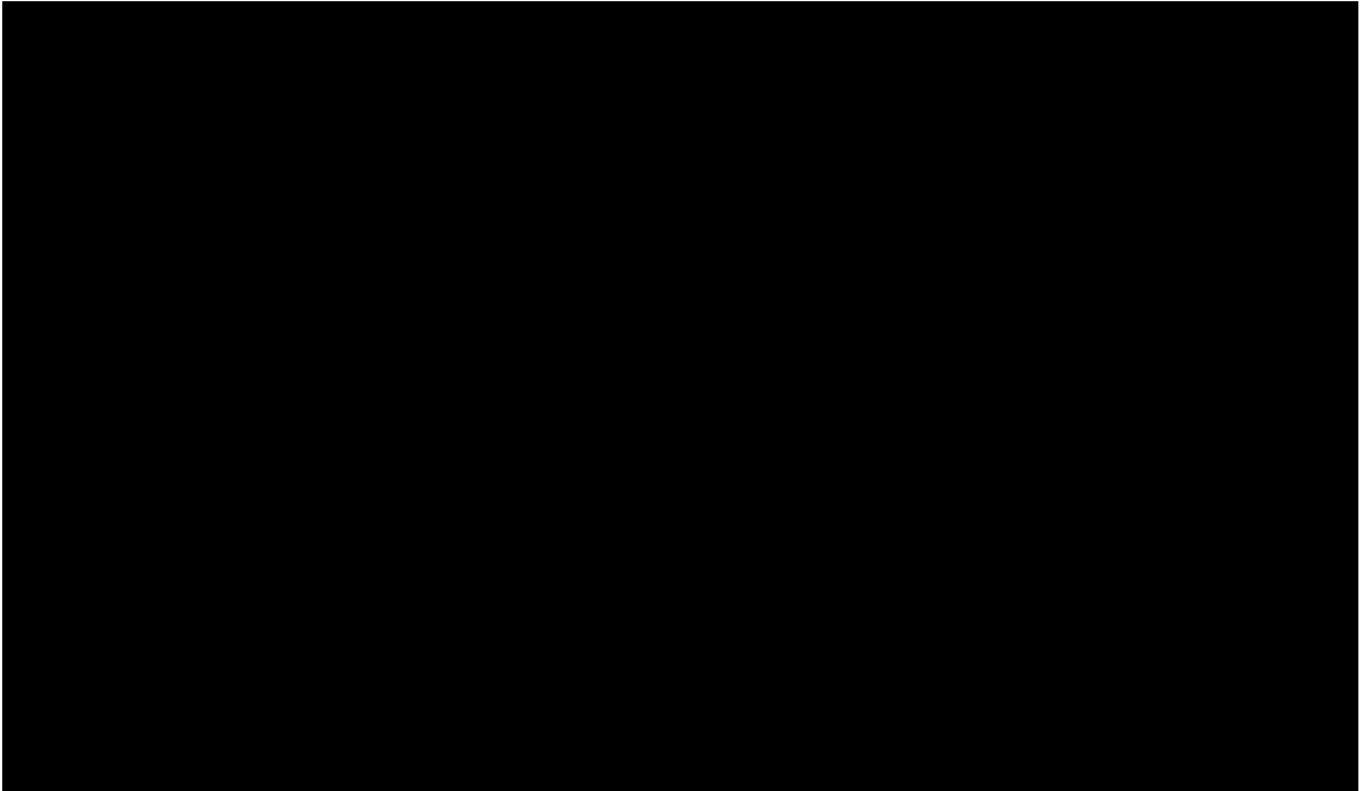
Key construction activities at the Roma Street Station and Precinct Worksite during the next 6-month period will include:

Roma Street Station:

- Excavation and retention works
- Drill and blast
- FRP works
- Precast delivery and installation.

Roma Street Tunnel:

- Excavation works
- Tunnel lining & waterproofing works.



4.6.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

The following table includes a schedule of the CTMP subplans developed for the Roma Street Station and Precinct.

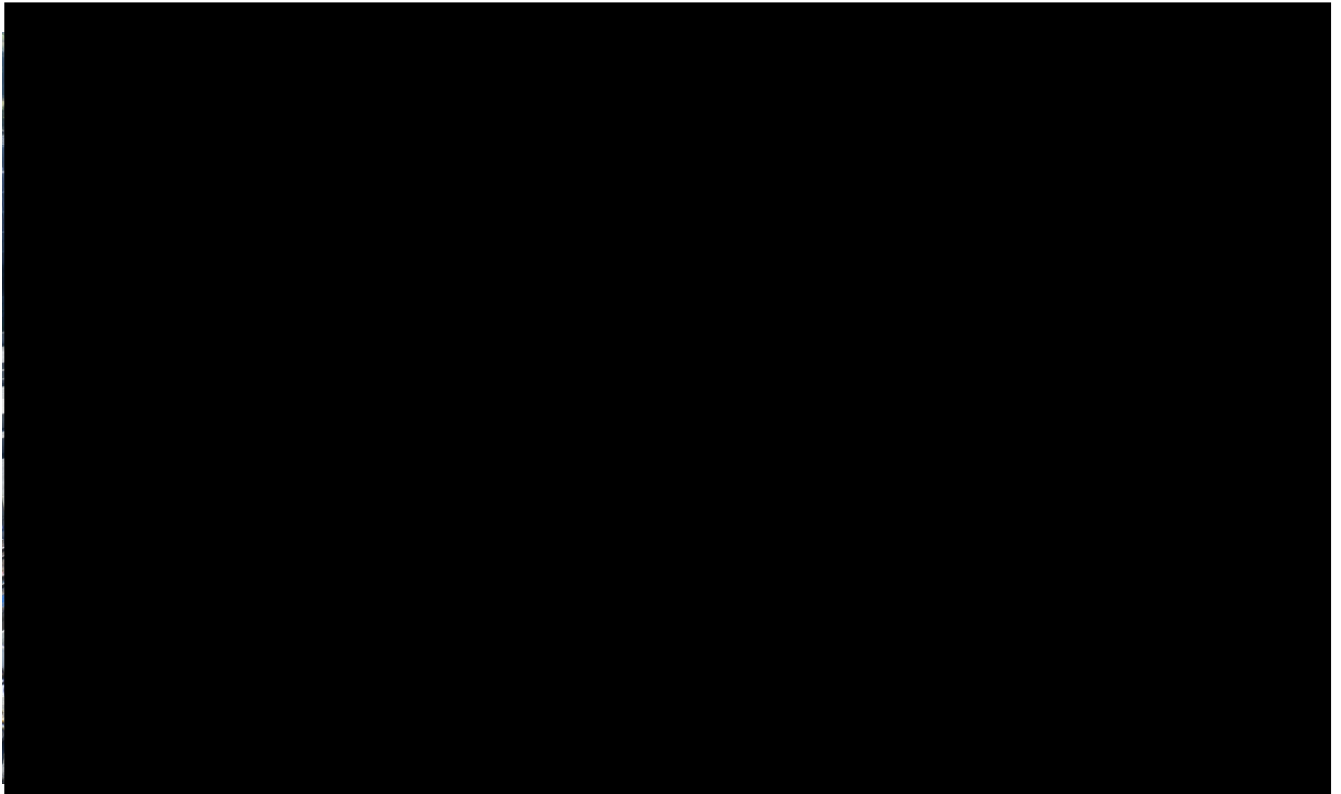
Document Number	Zone	Description
CRRTSD-TM-CTMP-CBGU-050001	Roma Street Station & Precinct	Site Establishment
CRRTSD-TM-CTMP-CBGU-050002	Roma Street Station & Precinct	Pedestrian Bridge Removal
CRRTSD-TM-CTMP-CBGU-050003	Roma Street Station & Precinct	Inner Northern Busway Diversion
CRRTSD-TM-CTMP-CBGU-050004	Roma Street Station & Precinct	Return to Inner Northern Busway
CRRTSD-TM-CTMP-CBGU-050005	Roma Street Station & Precinct	Roma Street Long-term Worksite Operations
CRRTSD-TM-CTMP-CBGU-050008	Roma Street Station & Precinct	Herschel Street Pocket Park

Works are currently progressing at the Roma Street Station and Precinct under CRRTSD-TM-CTMP-CBGU-050005 Roma Street Long-term Worksite Operations. This CTMP-SP provides for the long-term worksite operations.

4.7 Northern Portal

4.7.1 Overview

Situated to the north of the Roma Street precinct on the corner of Gregory Terrace and Bowen Bridge Road, the Northern Portal site is well situated to receive construction traffic from the adjacent arterial road network.



4.7.2 Construction of Project Works

Key construction activities at the Northern Portal worksite during the next 6-month period will include:

- Excavation and retention works
- FRP works
- Precast delivery and installation.
- Towercrane erection
- TBM disassembly and extraction

4.7.3 Construction Traffic Management Sub-Plans (CTMP sub-plans)

CTMP-SP (CRRTSD-TM-CTMP-CBGU-060001) has been prepared and approved by the relevant Authority for site establishment and utility relocation works at the Northern Portal worksite.

5 Traffic Communications and Public Notifications

5.1 Construction Traffic Management Liaison Group

CBGU has established the Construction Traffic Management Liaison Group (CTMLG) which meets on a fortnightly basis. The scope of the CTMLG is to provide a forum for the exchange of information and the discussion of issues associated with the CTMP, CTMP sub-plans, TGSs and other traffic related matters. The CTMLG is not responsible for approving or accepting the Construction Traffic Management Plan or Sub-Plans, Traffic Guidance Schemes or any other traffic related documentation.

The CTMLG will continue to meet every 2 weeks from its inception and will be chaired by CBGU's Traffic Manager. The D&C Communications and Stakeholder Manager (or a designated delegate from the CRT team) will attend each CTMLG meeting and will work with CBGU's traffic team to ensure the public is sufficiently notified of all traffic impacts. CBGU will provide the CTMLG with:

- An overview of CTMP sub-plans
- Details of timing of implementation of TGSs
- A schedule of TGSs submitted and those proposed to be submitted within the following two months
- All relevant reports as reasonably requested by the CTMLG
- Results of monitoring the effectiveness of the CTMP sub-plans and TGS's
- Notification about the timing and duration of planned shutdowns for public transport, likely disruptions and alternative transport arrangements that may need to be implemented
- Advanced warning of any other planned disruptions as requested by the Community Relations Monitor
- Discussion of how CBGU will coordinate Project activities at each worksite during Major Events (for example but not limited to crowds >25,000 at the Gabba, Lang Park, the RNA showgrounds, Riverfire and New Year's Eve) including any specific requirements of Event Traffic Management Plans in consultation with the relevant Authority and QPS
- Discussion of how CBGU will coordinate with other major projects in the Project corridor and where cumulative construction traffic impacts will need to be taken into account

The CTMLG will comprise representatives from CBGUJV (including the Community Relations Manager), QR, DTMR, TransLink, BCC and the State Representative. CBGUJV will also invite the Project Independent Certifier, Emergency Services Organisations, and other entities or groups nominated by DTMR or BCC.

The CTMLG will have no legal responsibilities and will itself not have any power to require any of the parties to act or refrain from acting in any way, and CBGUJV's responsibility for traffic management will not be limited or affected by the existence of, or determinations or decisions of, the CTMLG.

5.2 Transport Network Integration Reference Group

CBGU will obtain the endorsement of the Transport Network Integration Group for all proposals that impact the rail and bus networks prior to obtaining the approval of the relevant Authorities.

5.3 Communication and Stakeholder Management Requirements

Community engagement including consultation and advance notification will be in accordance with the CRRTSD-CU-MPL-CBGU-000018 Communications and Stakeholder Engagement Plan including:

- Activities which may impact access and traffic movements will be carefully planned with the local community in mind
- Early engagement on increased construction traffic in vicinity of project site
- Develop Communication Action Plans for significant traffic changes requiring supporting communications and engagement activities
- Keep a record of contact with the public in the Customer Relationship Management (CRM) database
- Providing timely and accurate information to local communities and the public about shutdowns for public transport
- Notification to local communities about changes to pedestrian and cycle access and
- Using VMS to provide road users a minimum of 48 hours advance notice prior to oversize or large volume deliveries occurring.

6 Monitoring and Reporting

6.1 Monitoring

The Traffic Manager will be accountable for the following monitoring requirements specific to construction traffic:

- Daily monitoring of the performance of the CTMP Subplans and construction traffic to ensure compliance with the Imposed Condition 14 Traffic and Transport and the CEMP
- Reviewing the performance of specific mitigation strategies identified in the CTMP subplans by observing and recording road user behaviour (includes pedestrians and cyclists), undertaking post implementation road safety audits (day and night) and comparing current traffic data against predicted volumes identified in the CTMP Subplans
- Daily monitoring of haulage operations to verify compliance with the Haulage Management CTMP sub-plan (approved routes and hours of work) including inspections of any local streets approved for use by heavy vehicles
- Weekly reviews with BMTMC to identify any congestion issues along the designated Project haul routes
- Weekly inspections of local streets surrounding worksites to identify any unauthorised worker parking and non-compliances with the Construction Workforce Parking Plan
- Weekly inspections of pedestrian and cycle accesses surrounding each project worksites to identify any disturbances caused by construction activities. Any damaged or unsafe pedestrian or cycle access must be rectified immediately
- Routine inspections to verify compliance with the approved TGSs, MUTCD and CPB Safety Essentials for managing work near live traffic

A register of all traffic and transport issues requiring corrective actions including due date, closed out date, item description and responsible person will be maintained for any maintenance and/or deficiencies identified.

6.2 Auditing

Audits will be undertaken to assess the effectiveness of environmental controls, compliance with the CEMP, compliance with Environmental Design Requirements, and other relevant permits, approvals, and guidelines. There will be a monthly internal audit undertaken by CBGU as per the CEMP, who is to report findings to the Environmental Monitor and the Authority. This includes reporting on compliance with the CEMP and the Imposed Conditions.

Audits will be undertaken in accordance with the overarching CEMP.

6.3 Reporting

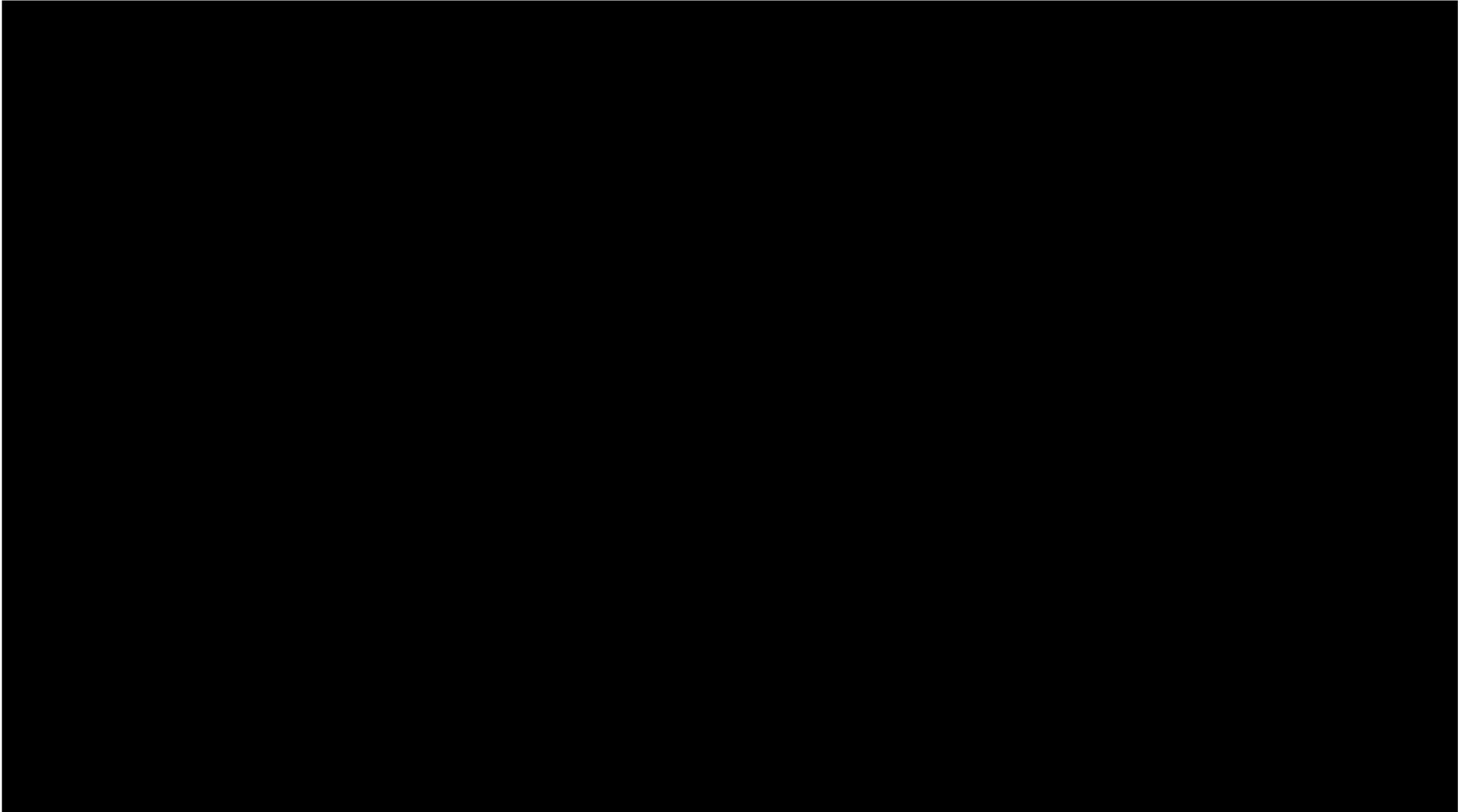
To ensure compliance with Coordinator-General Condition 6 and where relevant the CEMP, CBGU will prepare and submit a monthly report within 6 weeks from the end of the month to the Delivery Authority.

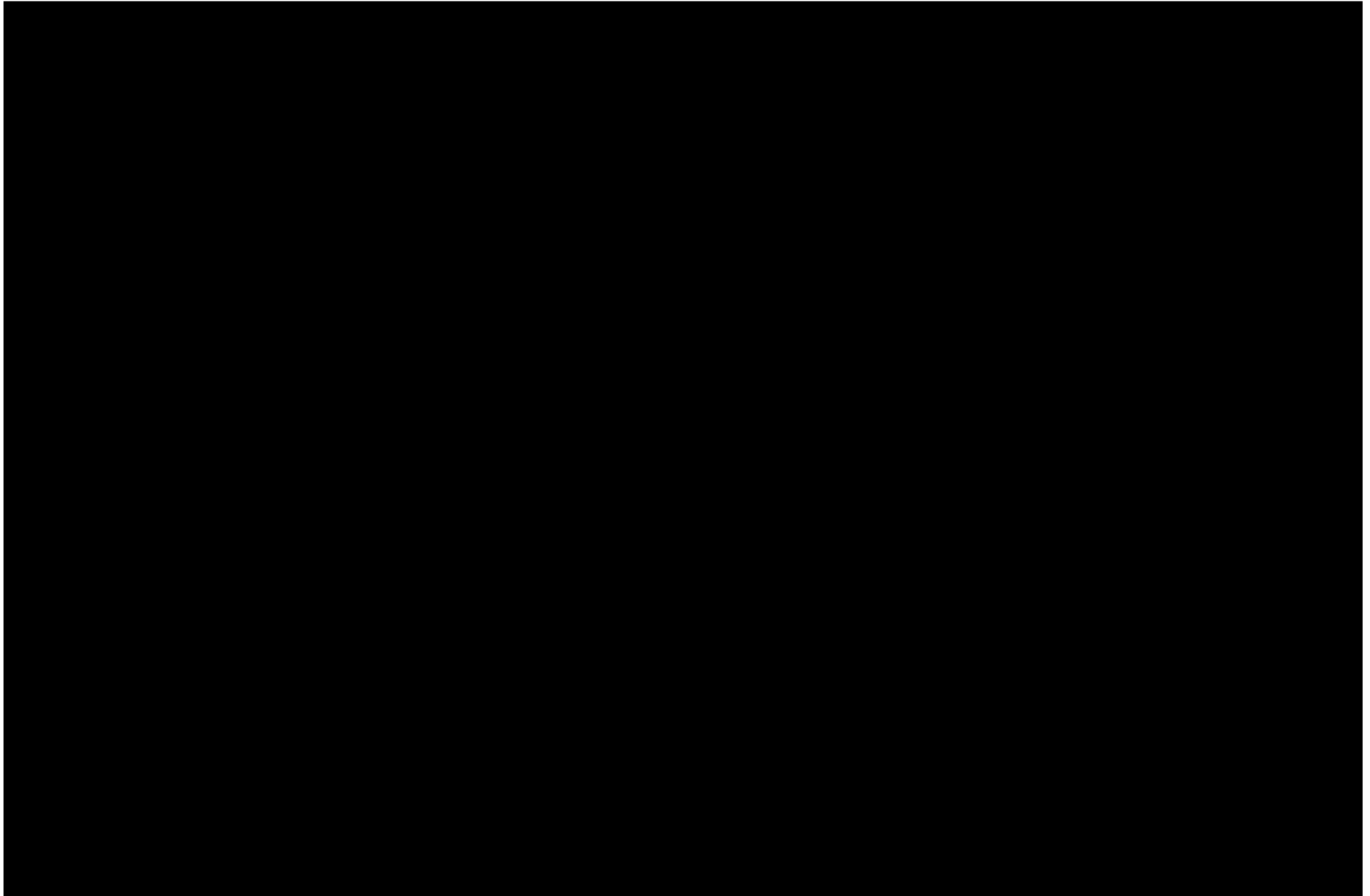
The specific requirements of the Monthly Report have been identified in the CEMP.

APPENDIX A

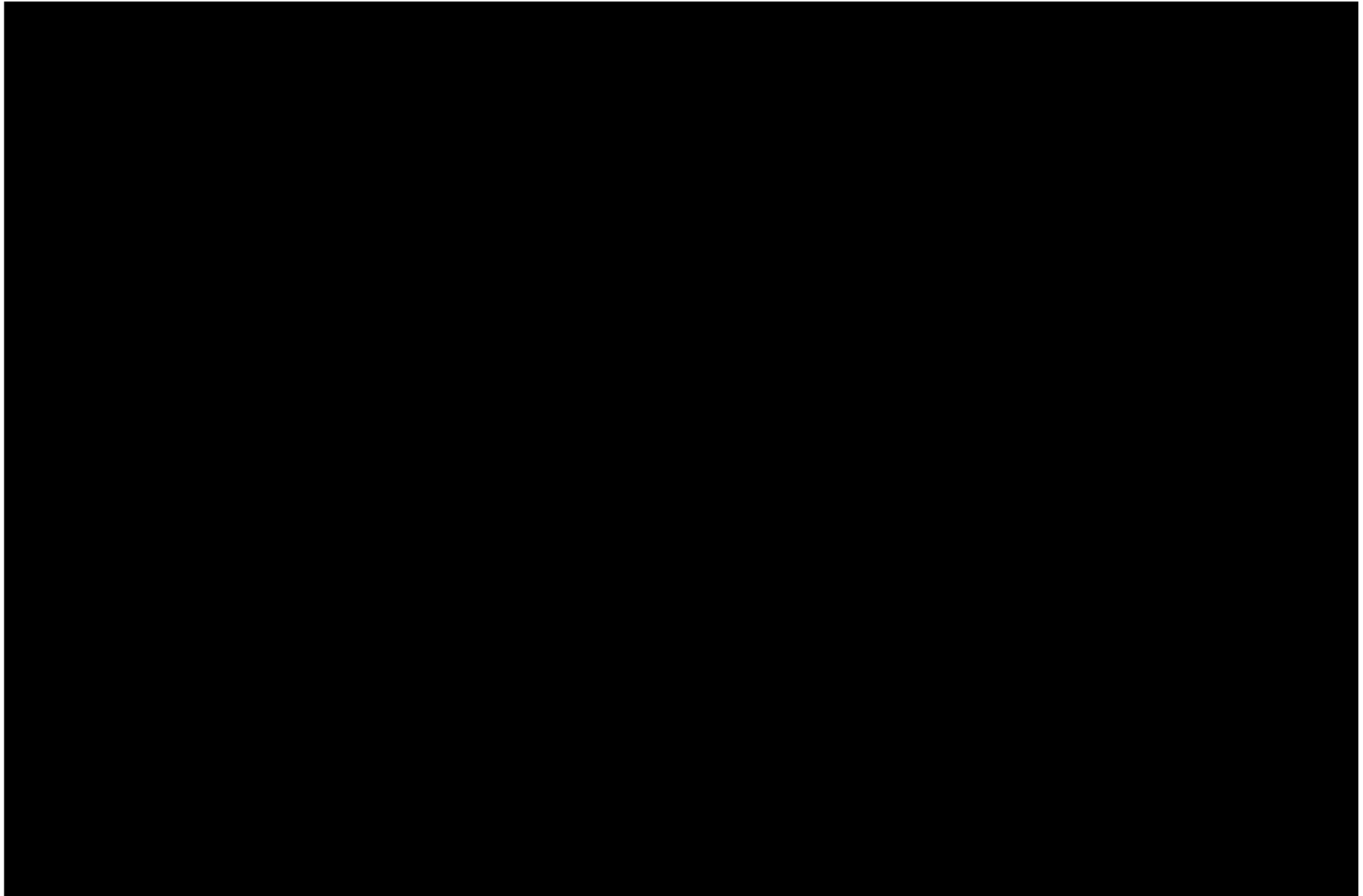
Requirements Verification Traceability Matrix

Annex C Requirements

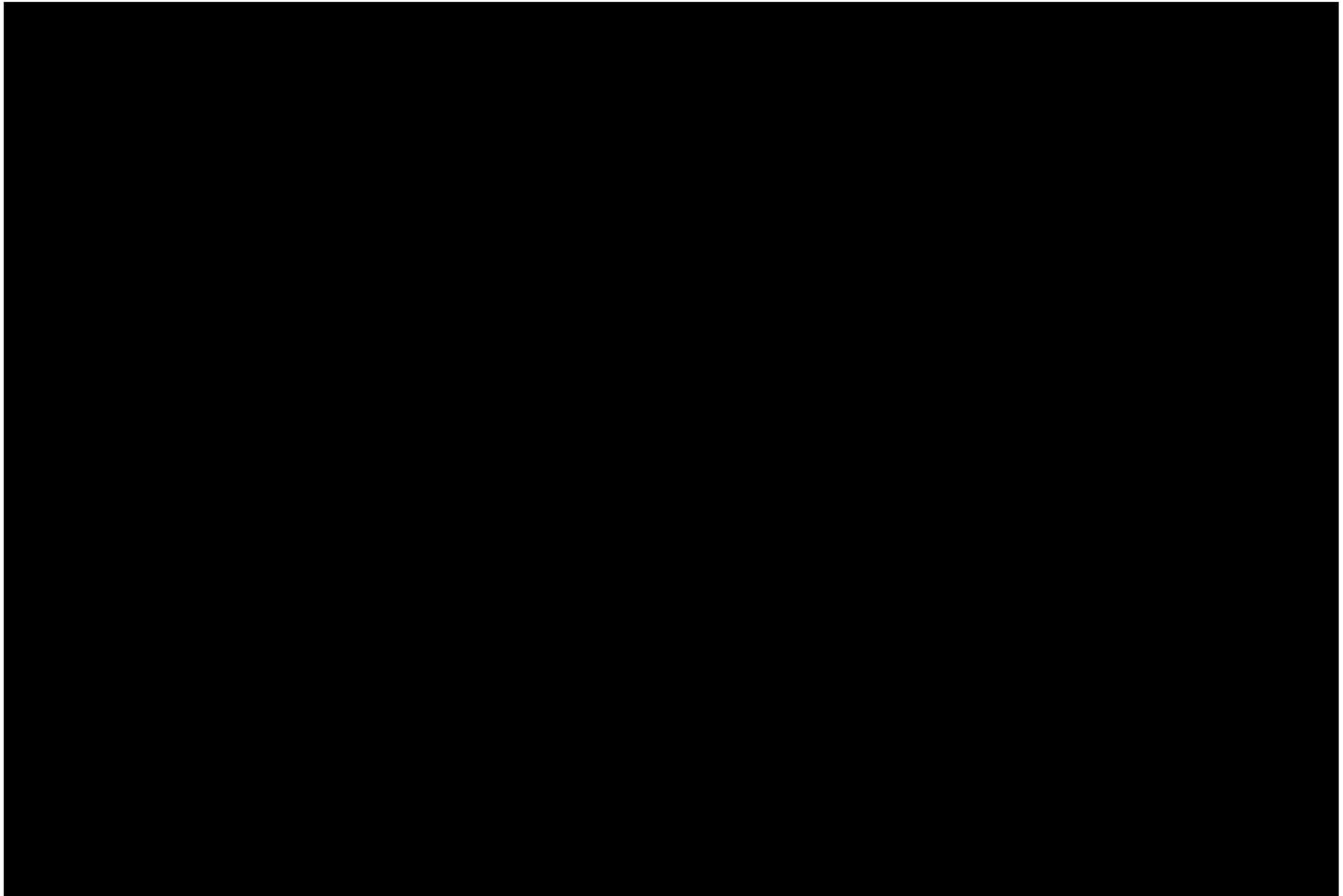


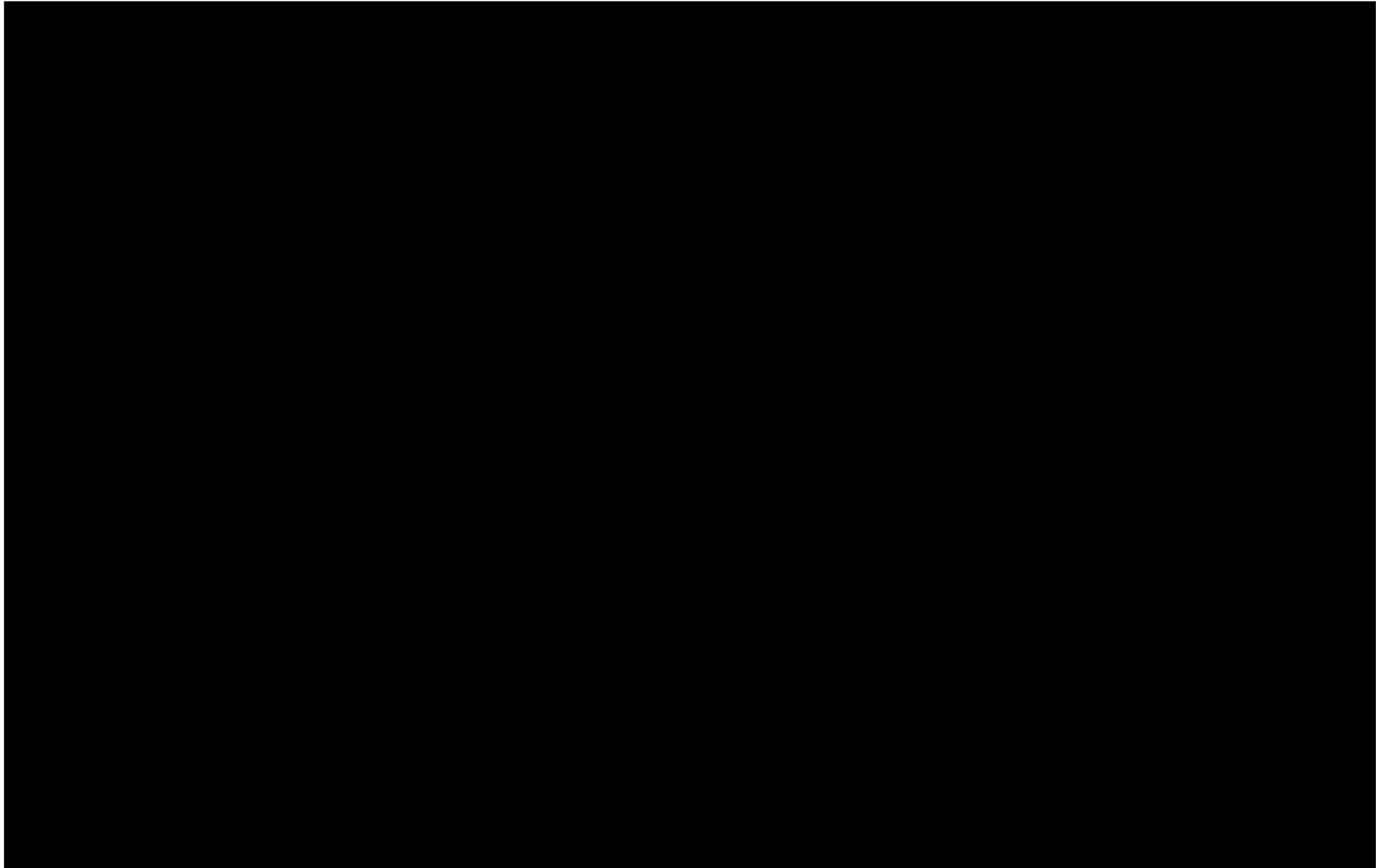


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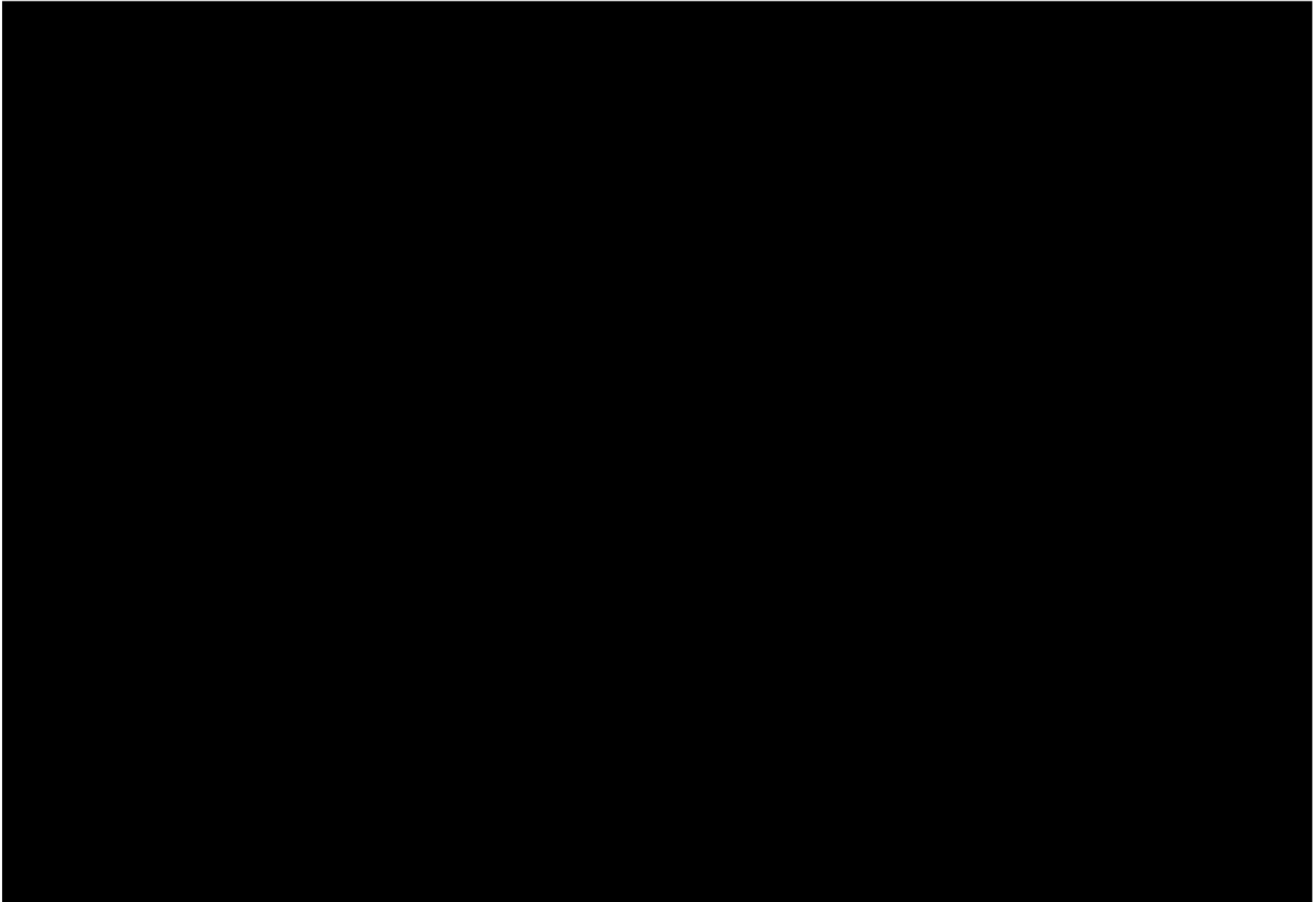


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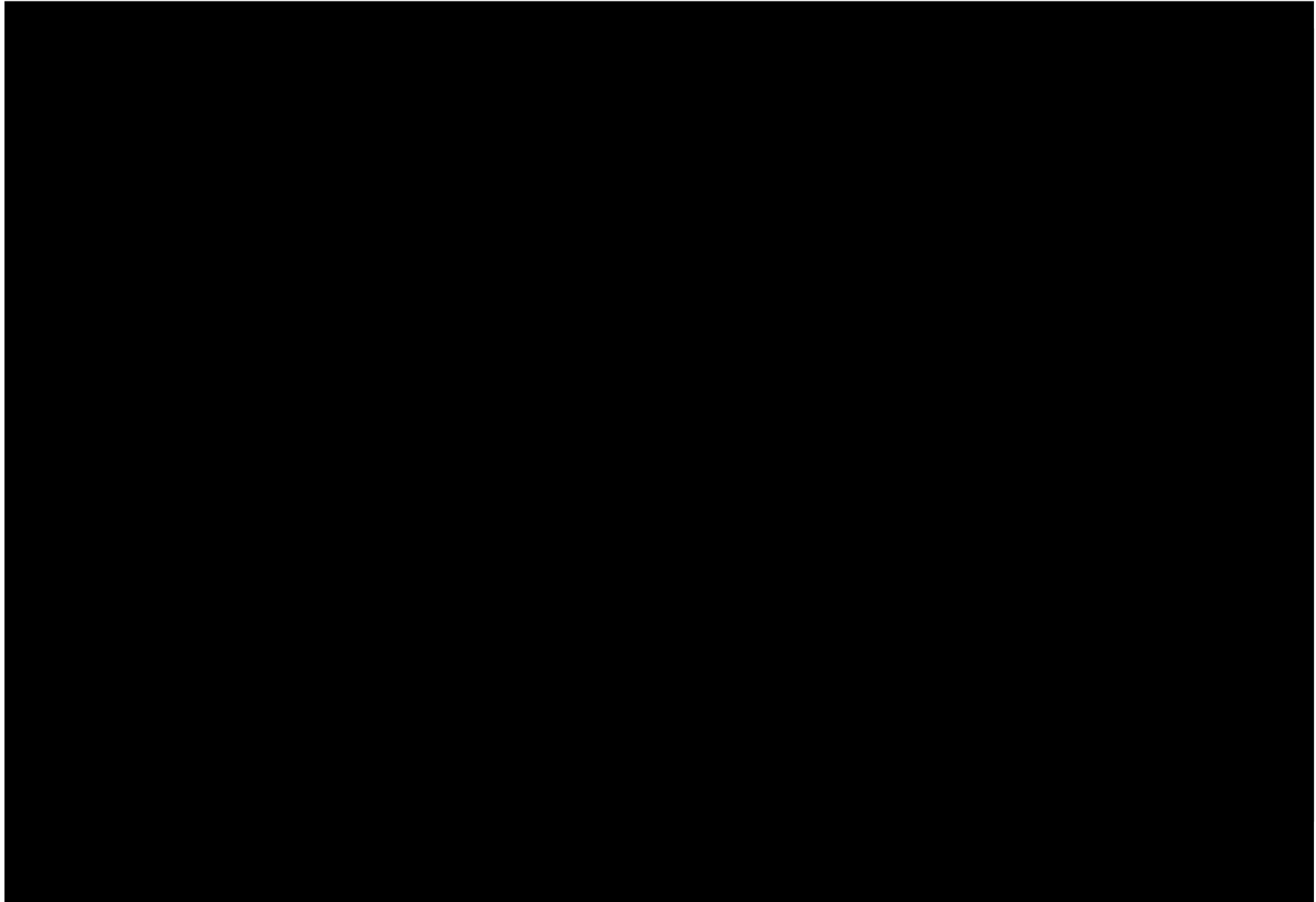




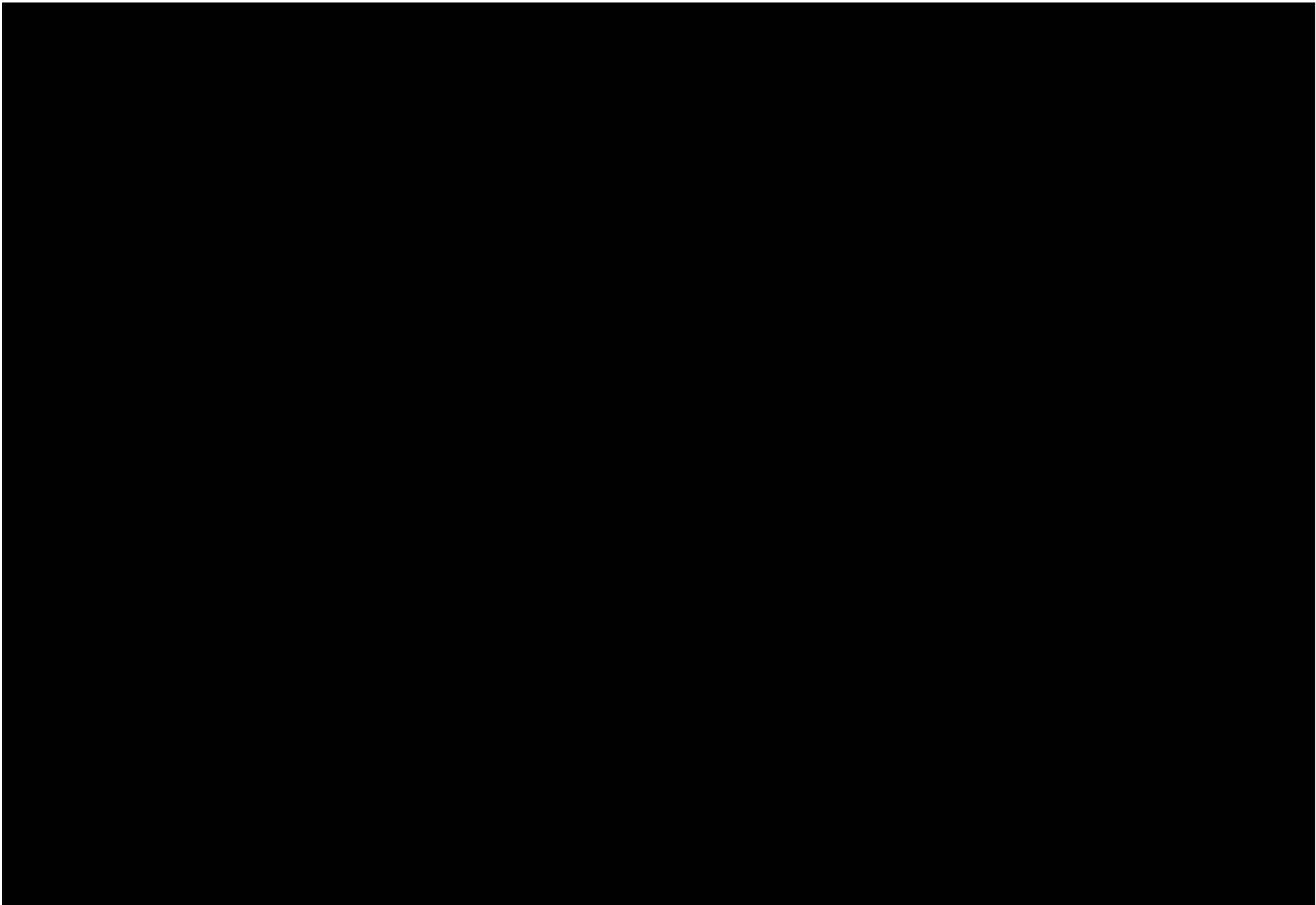
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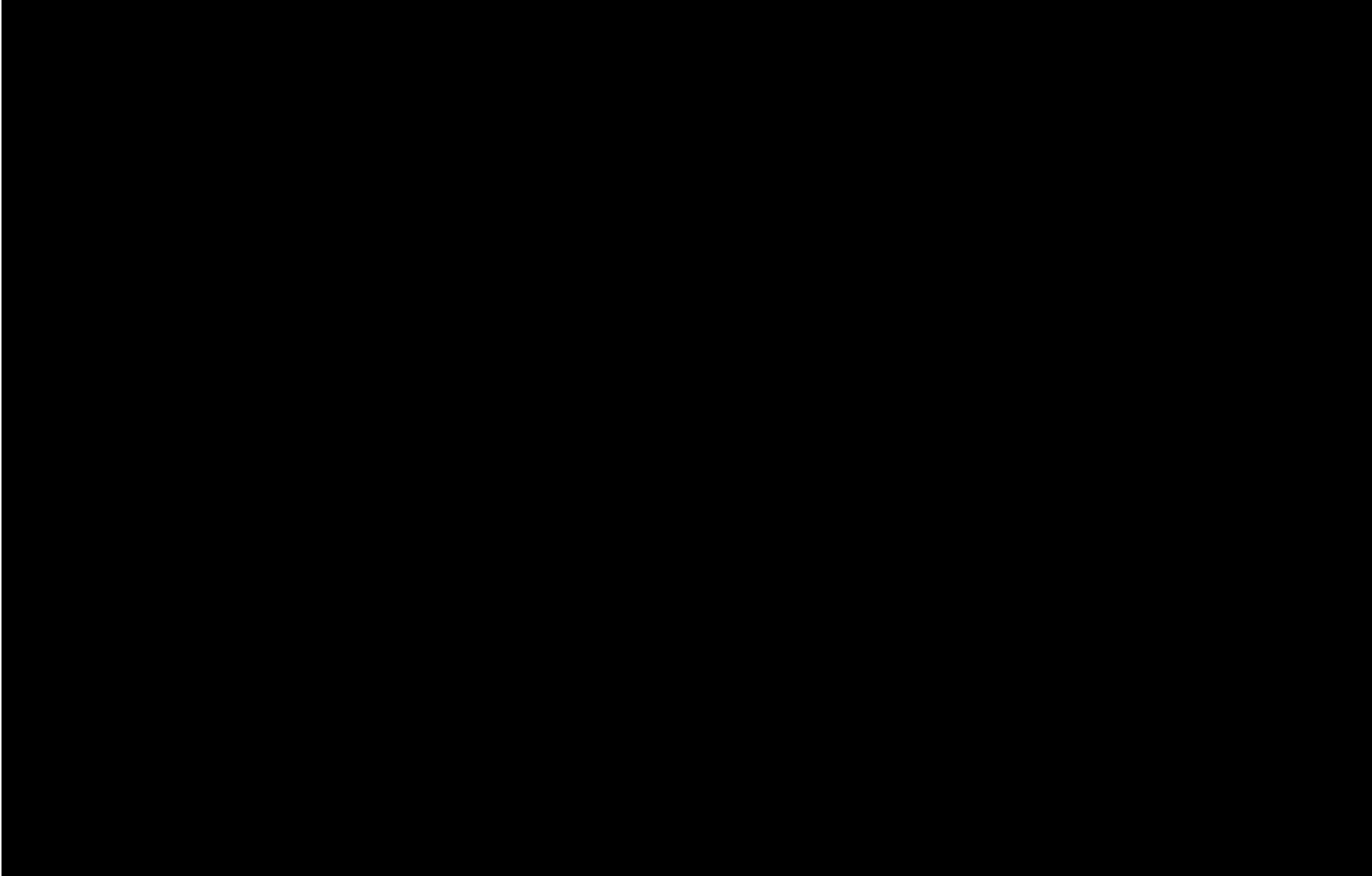
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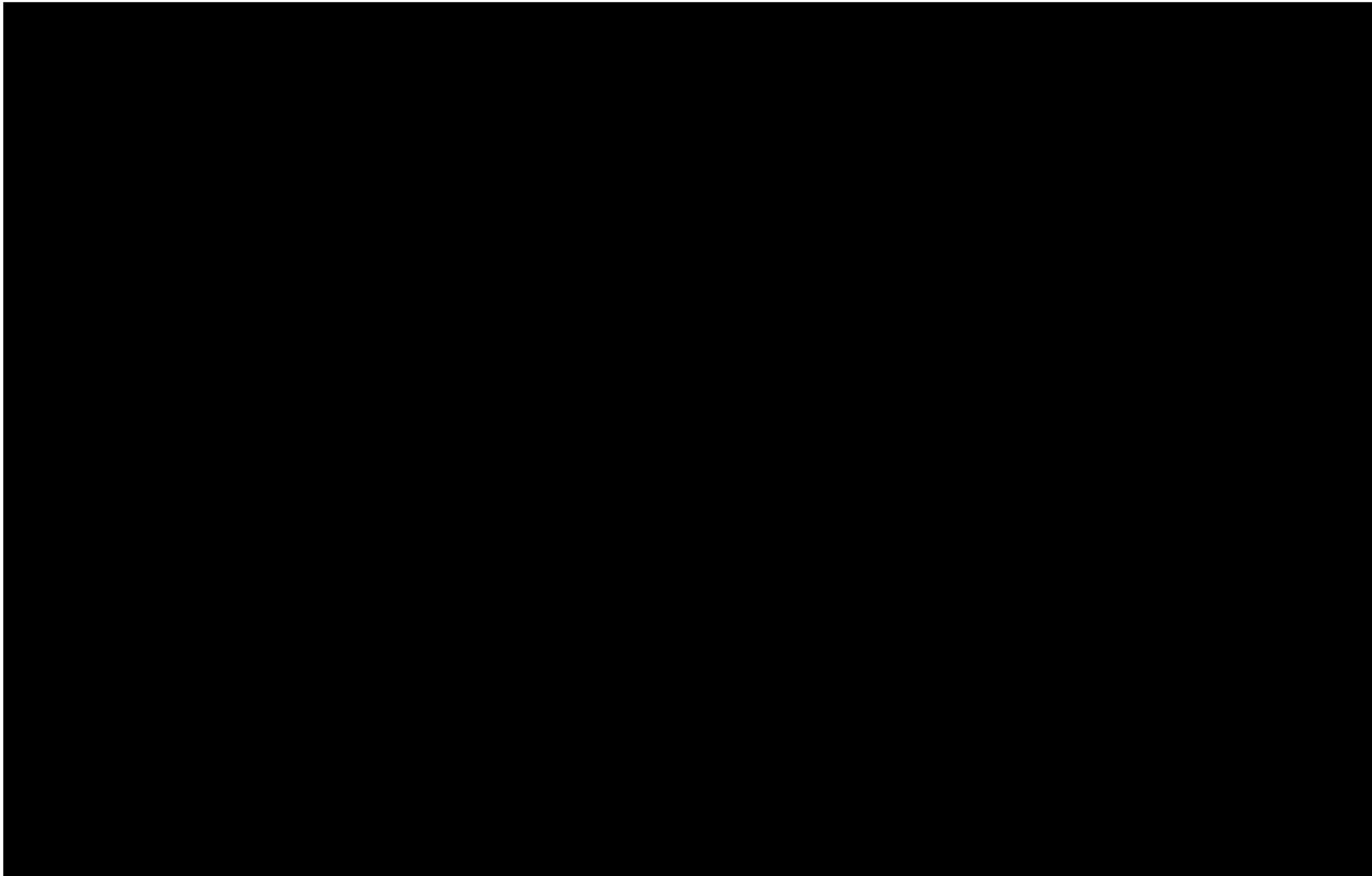
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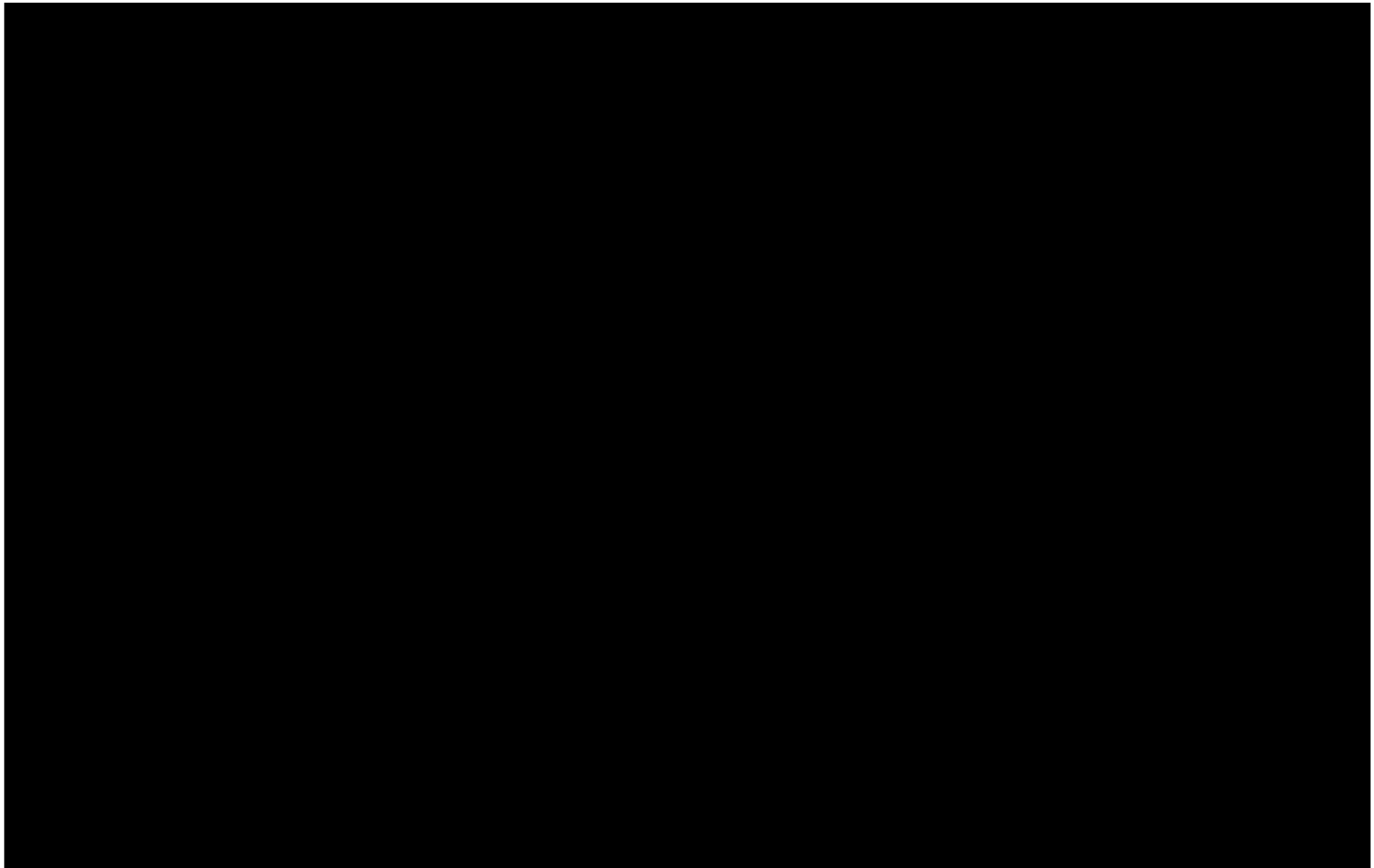


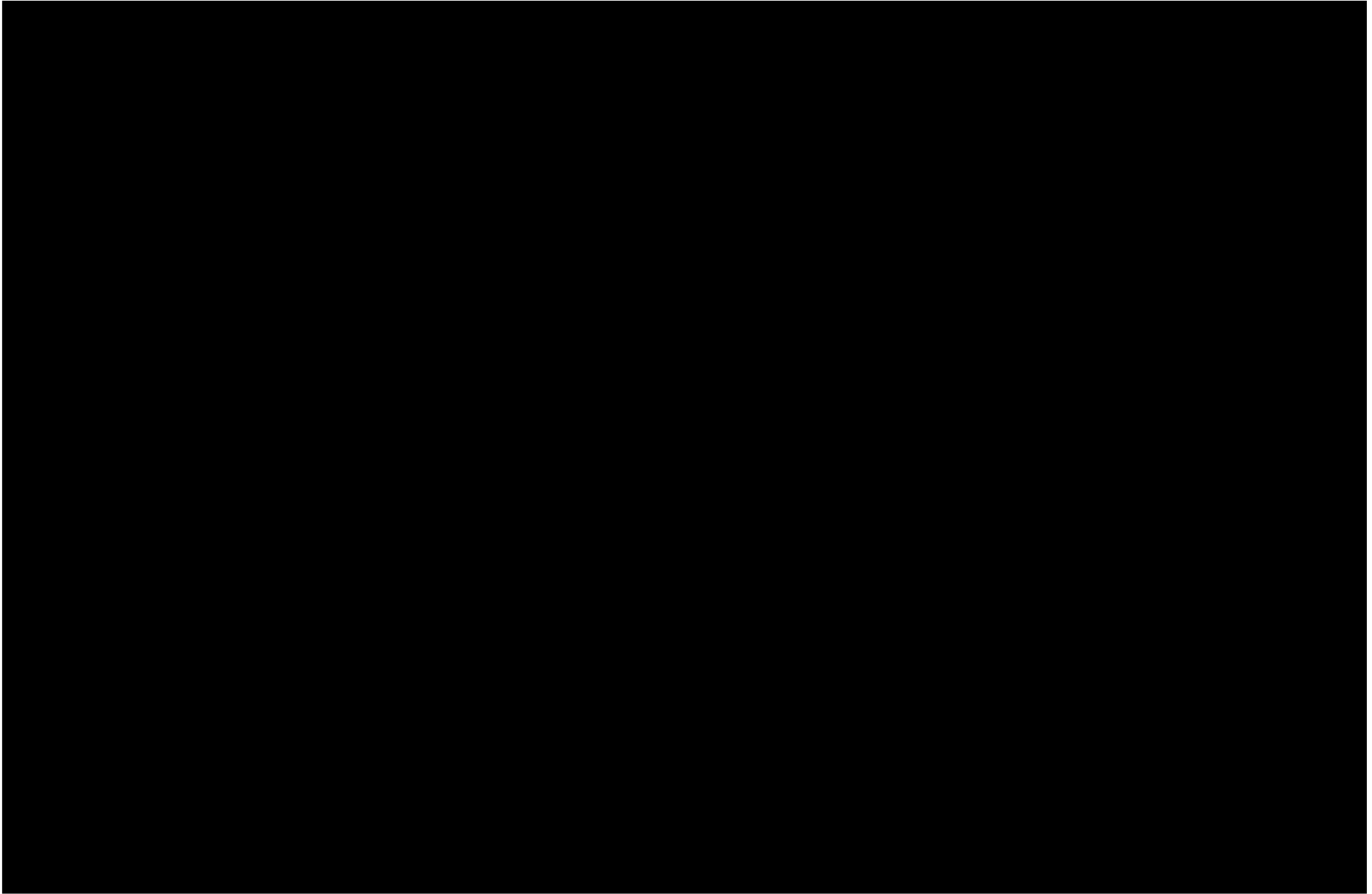
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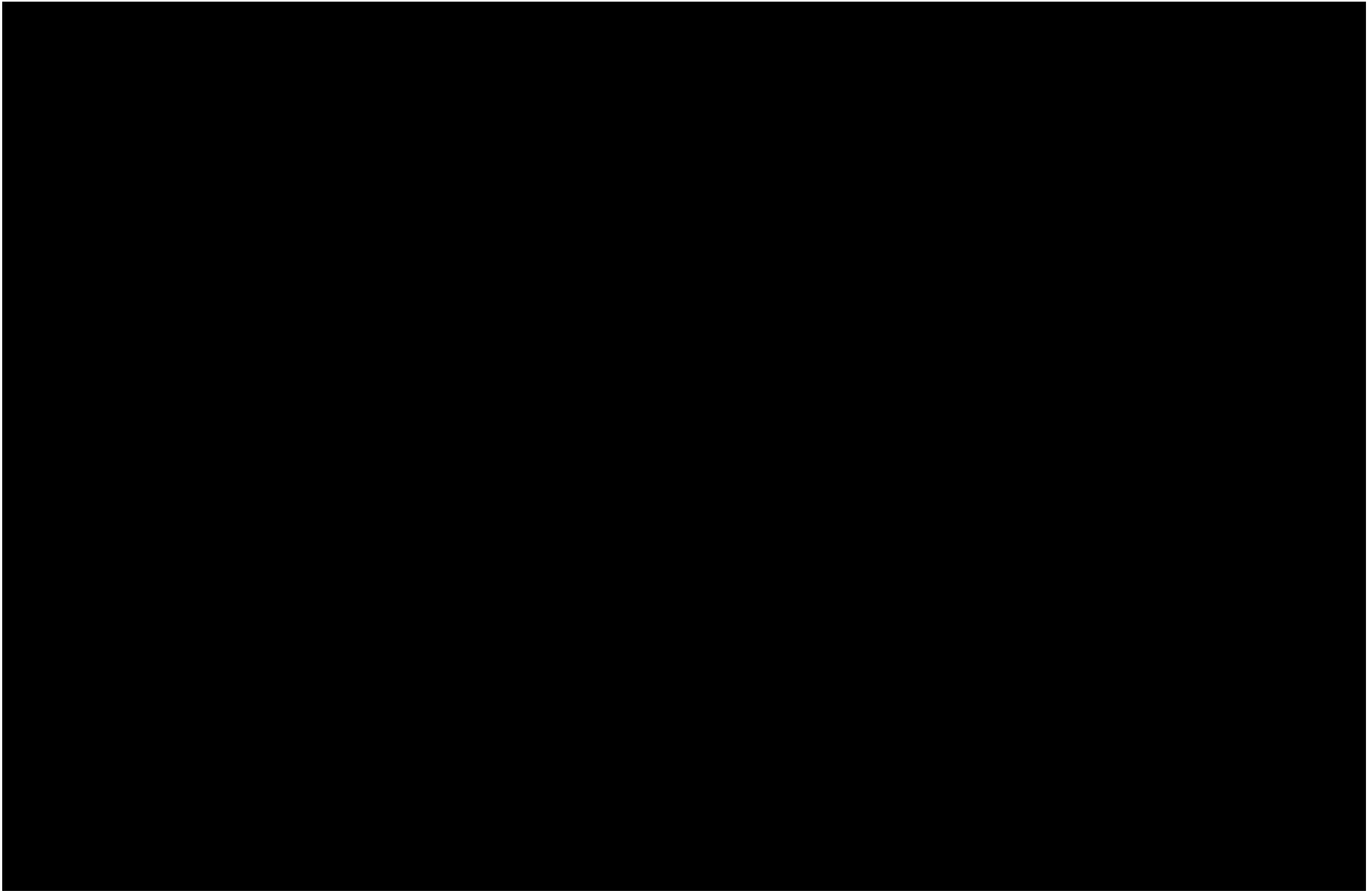
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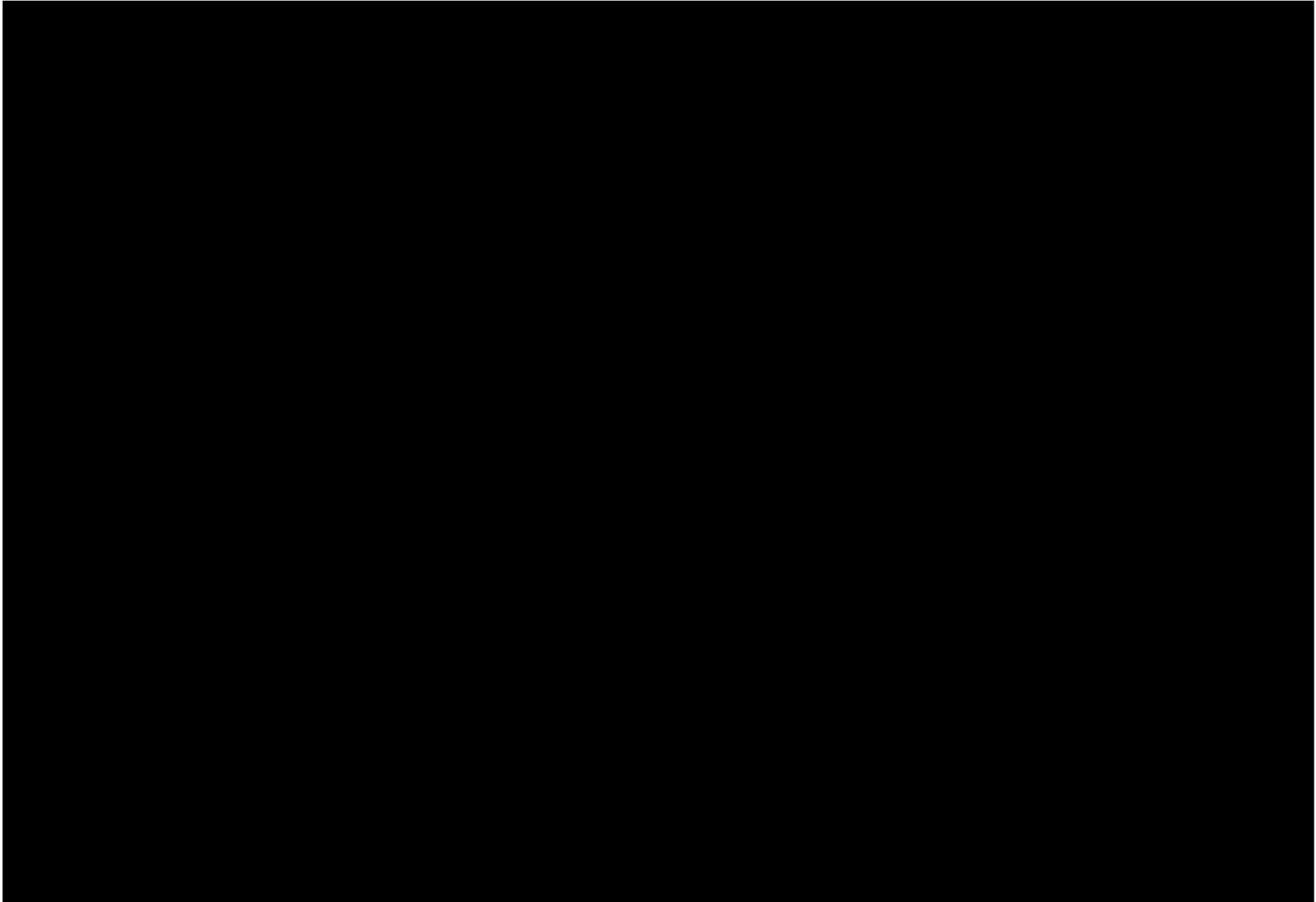


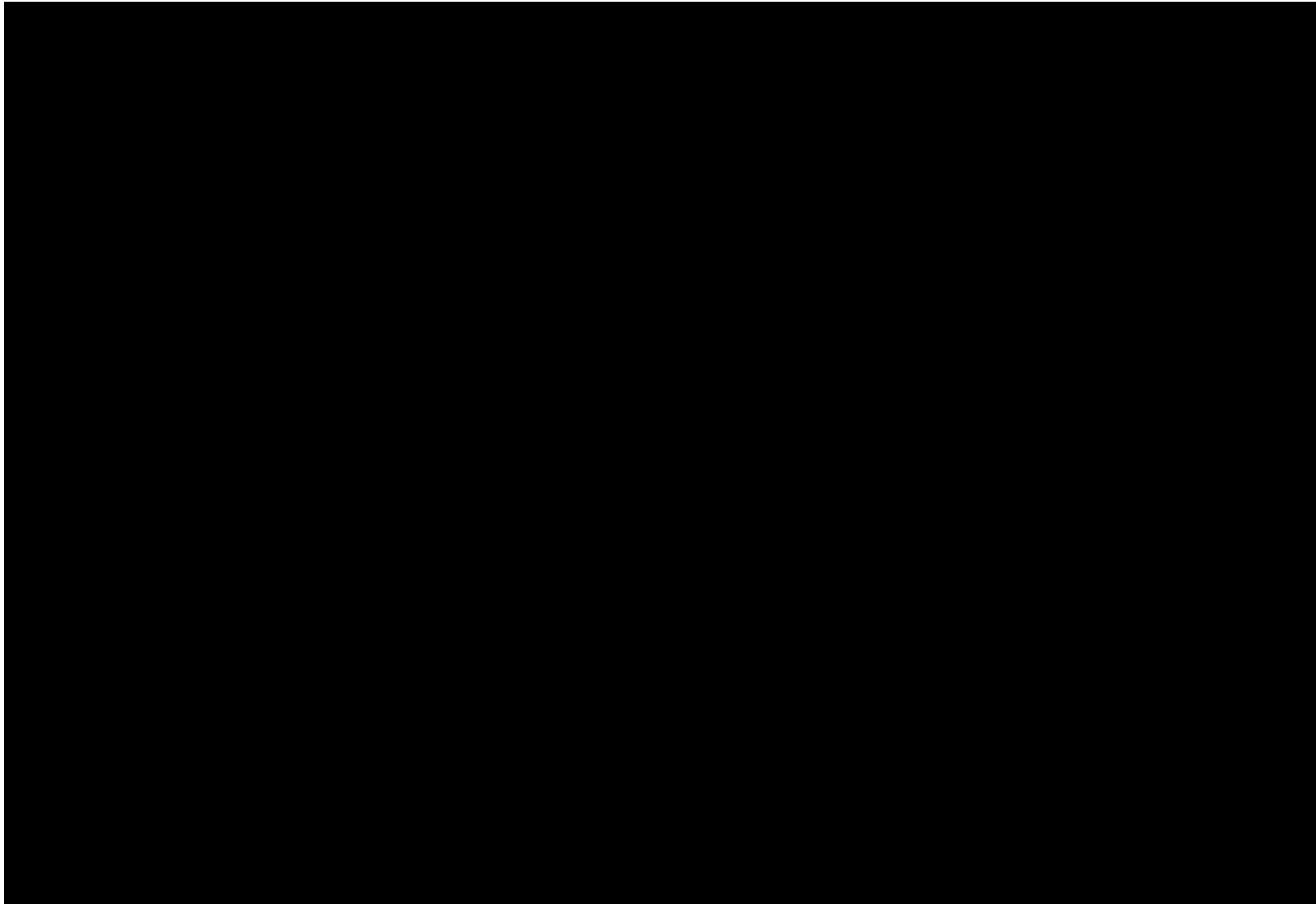


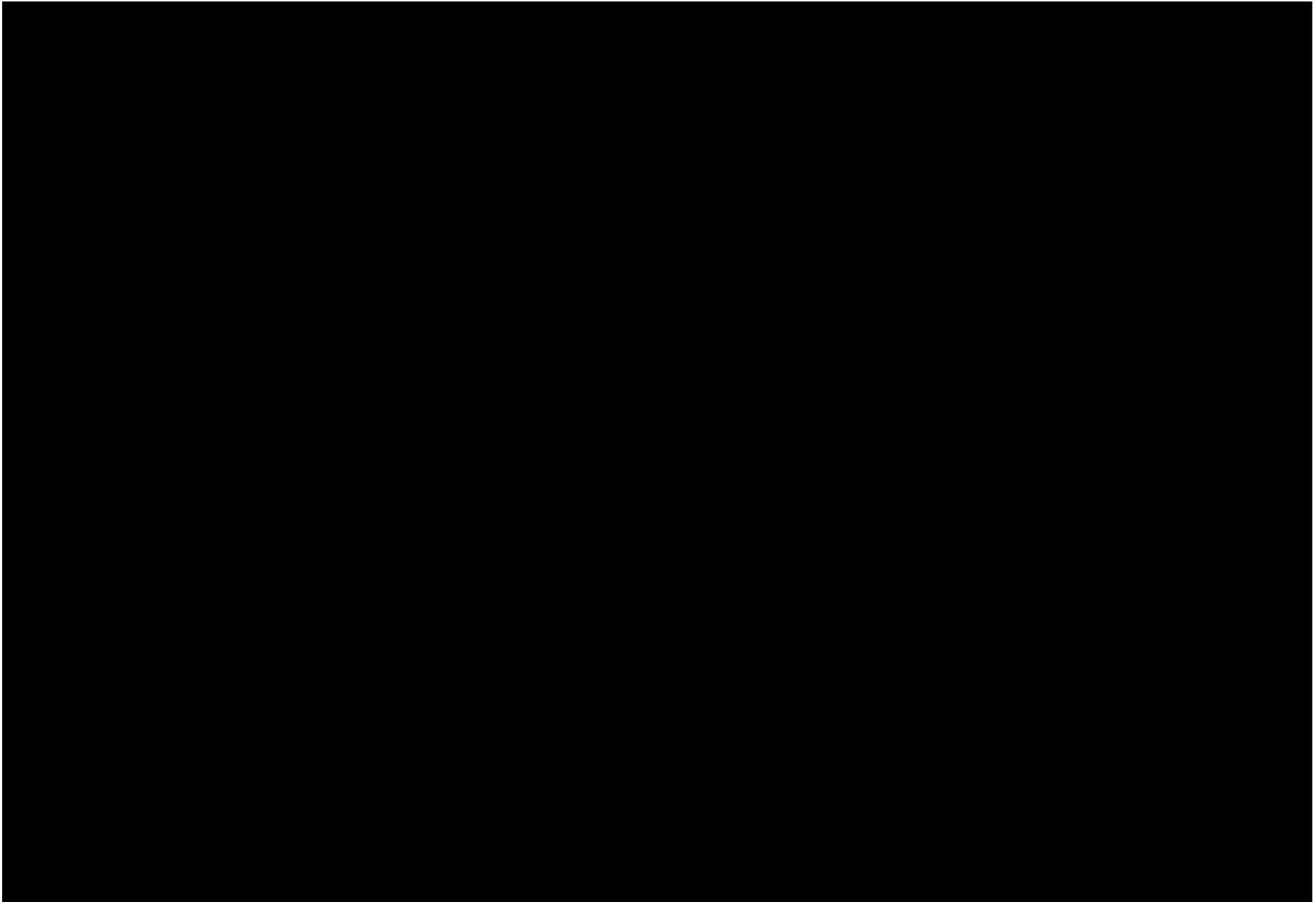


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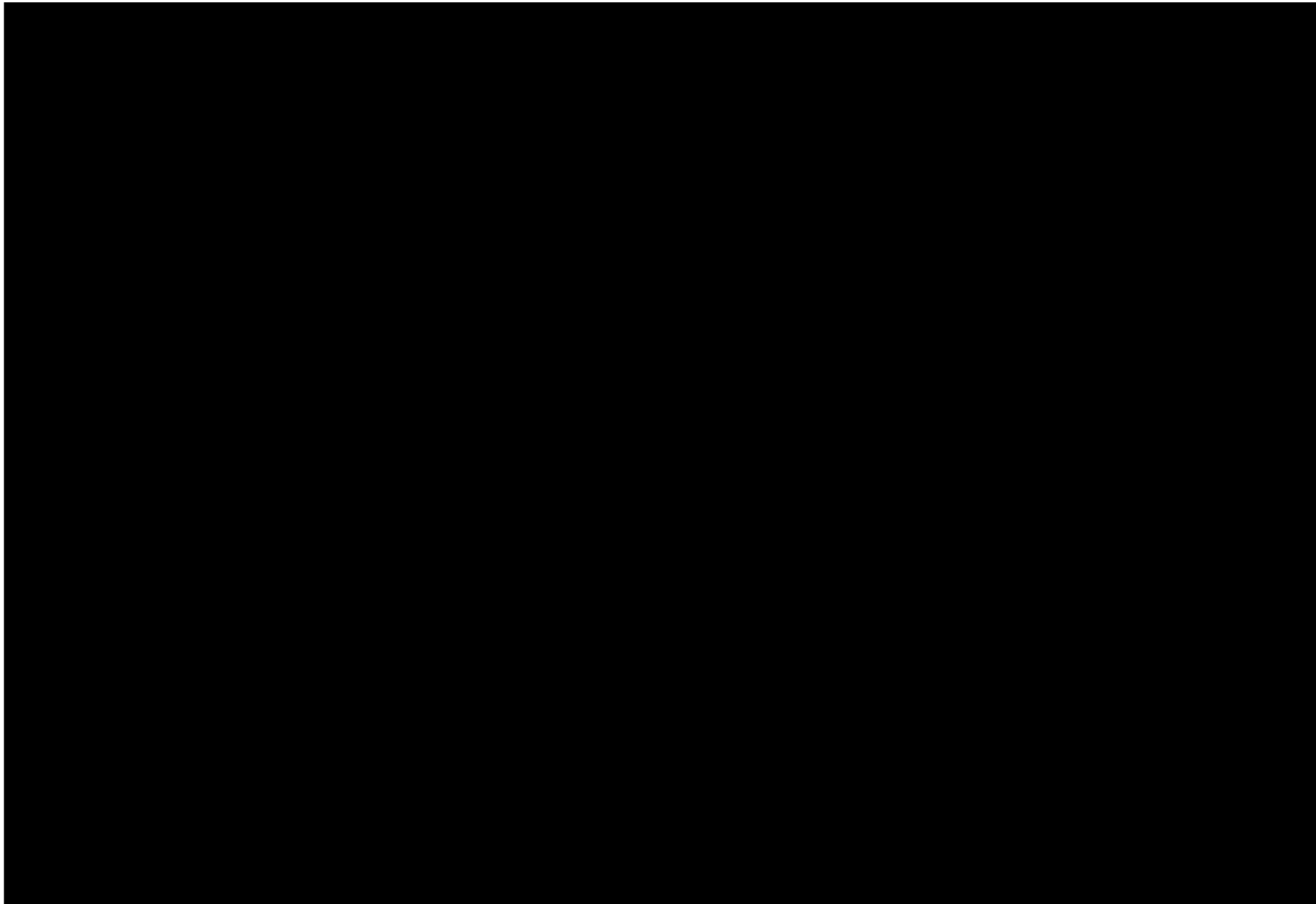




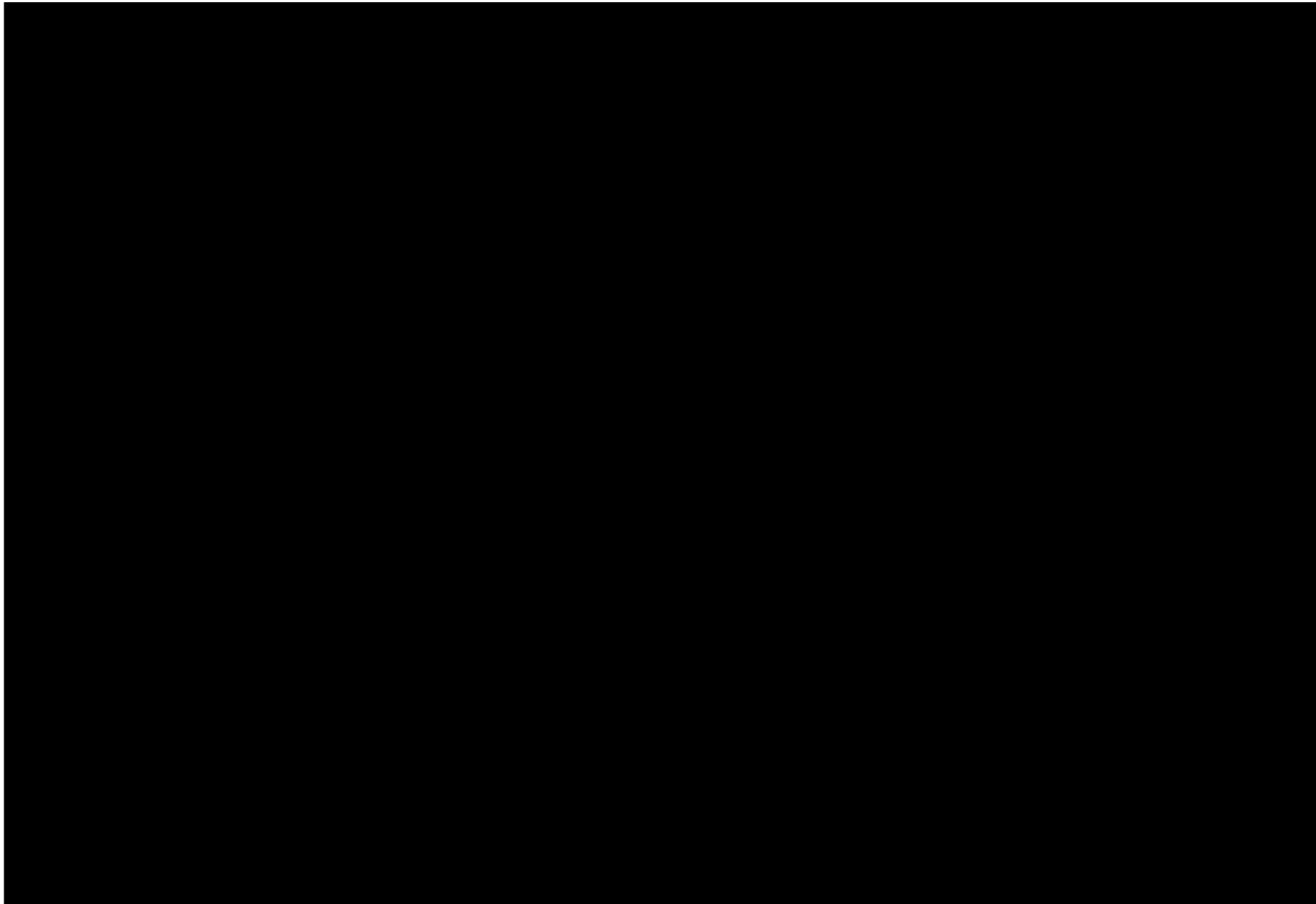




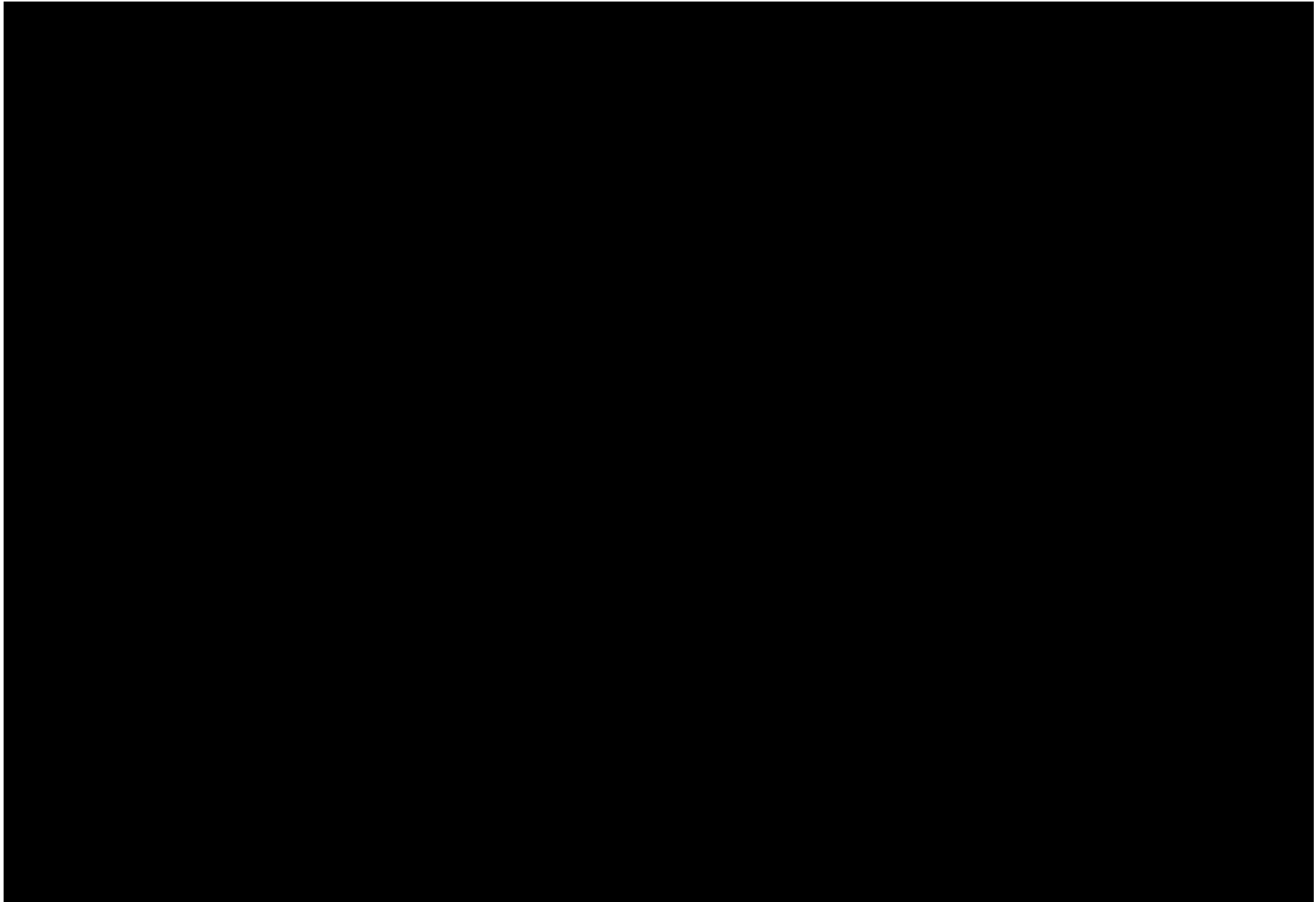
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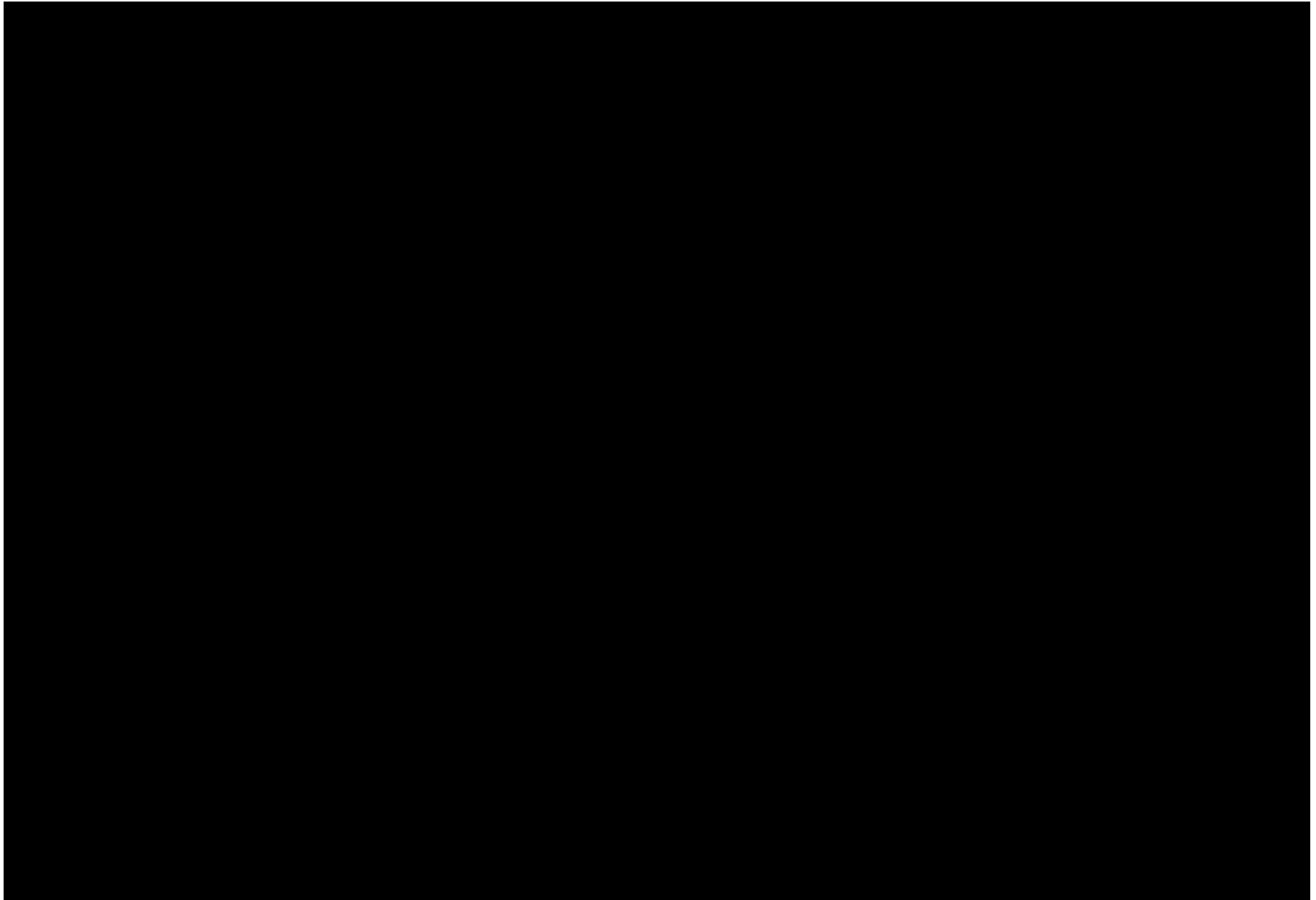


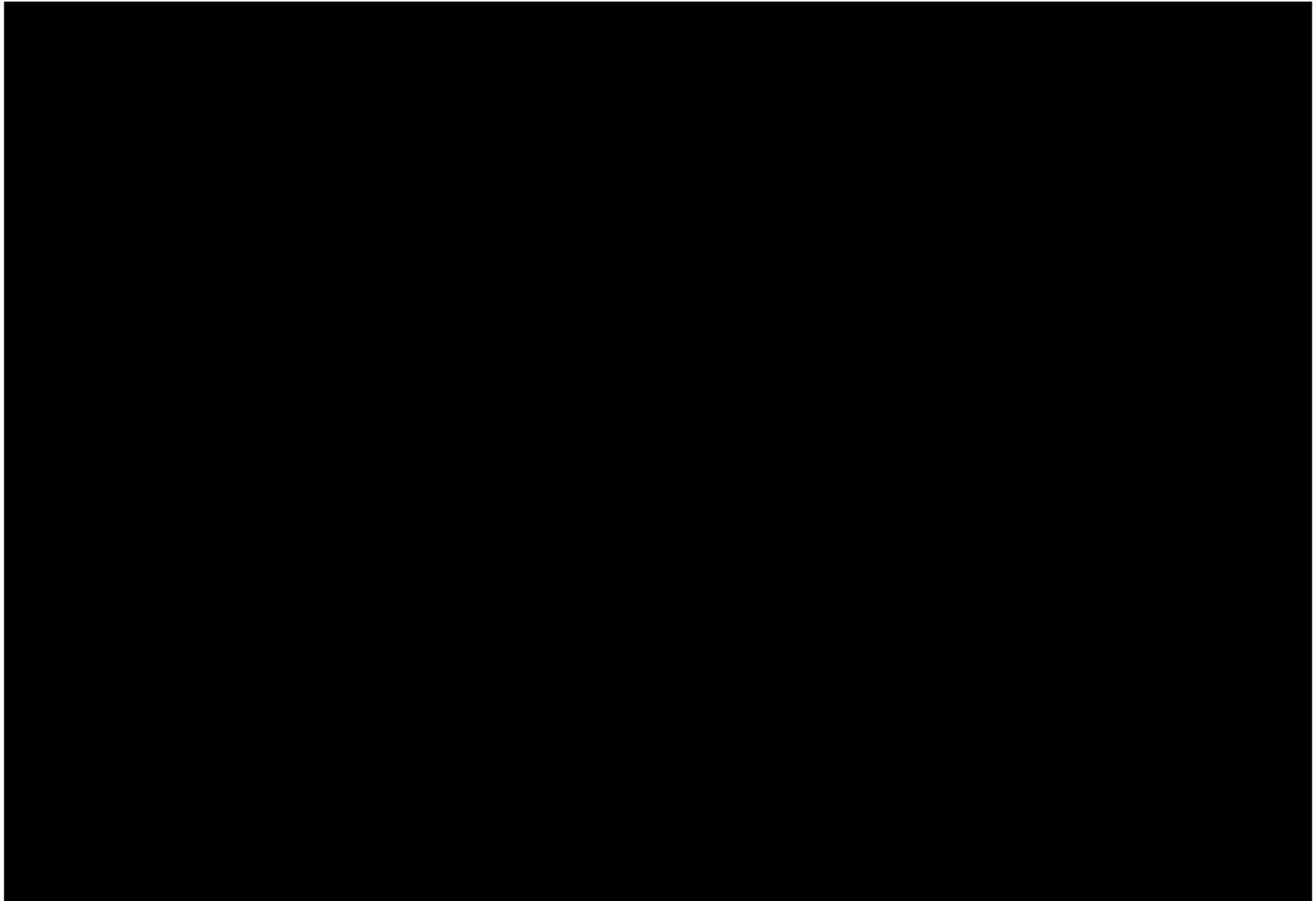
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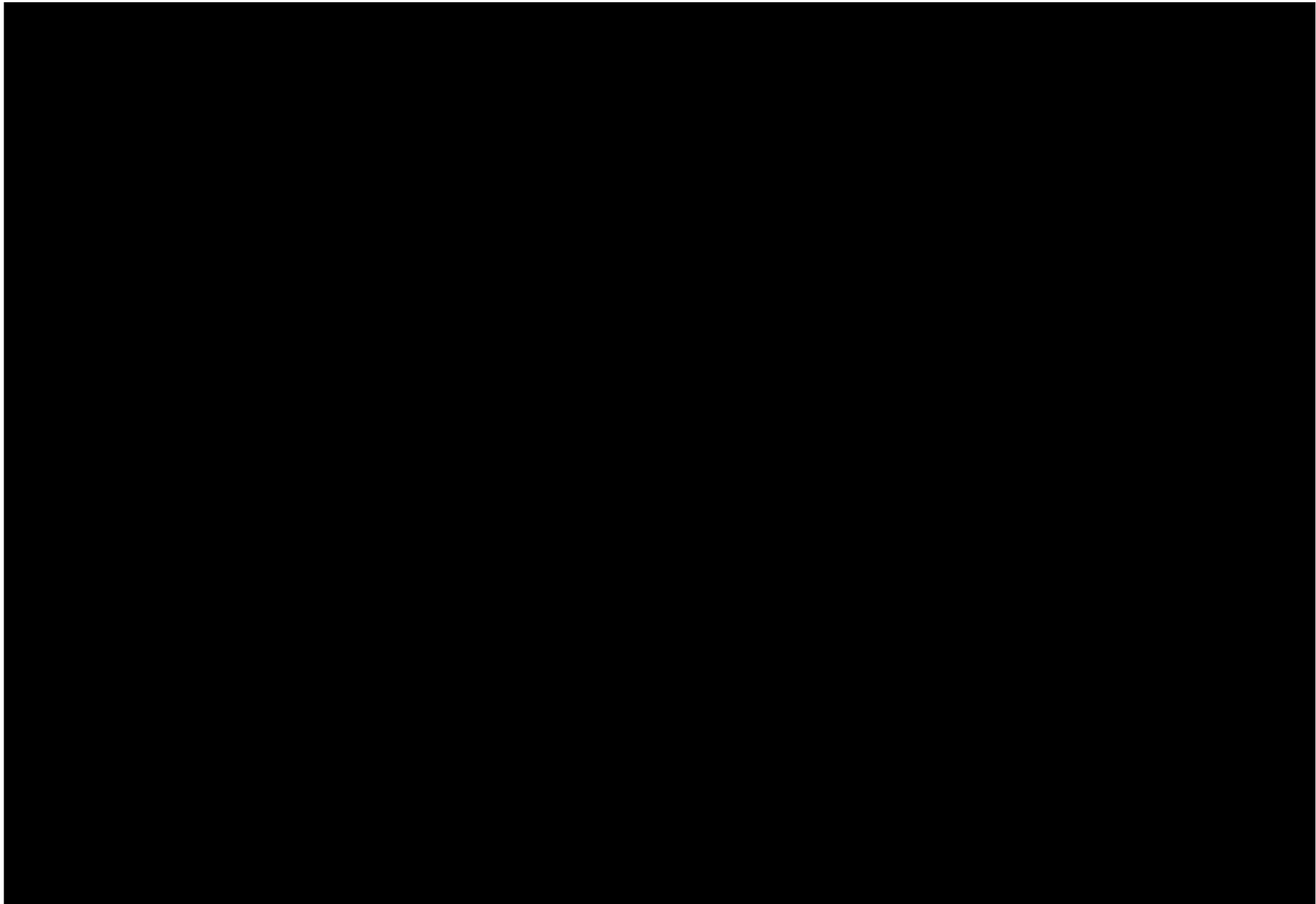
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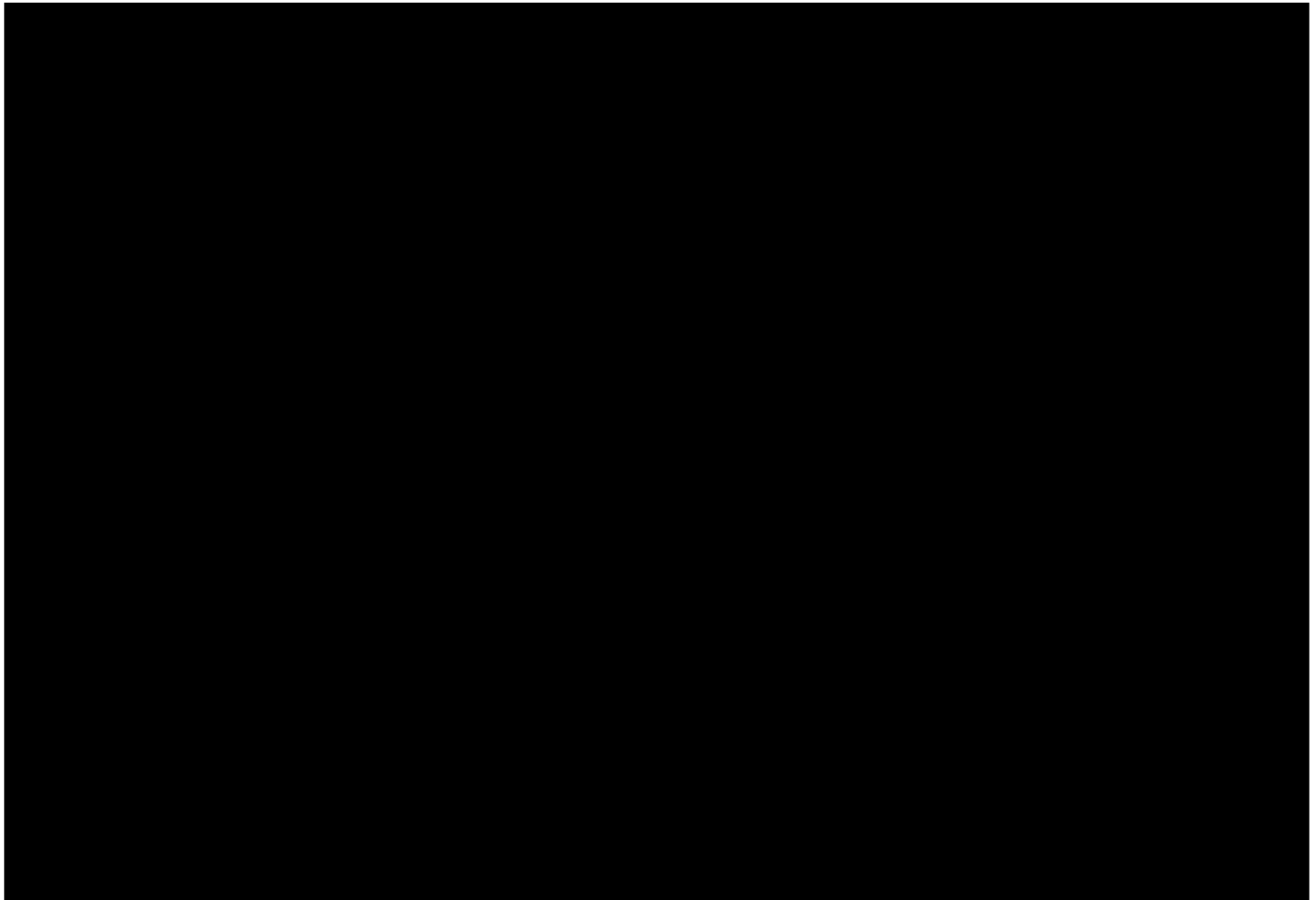




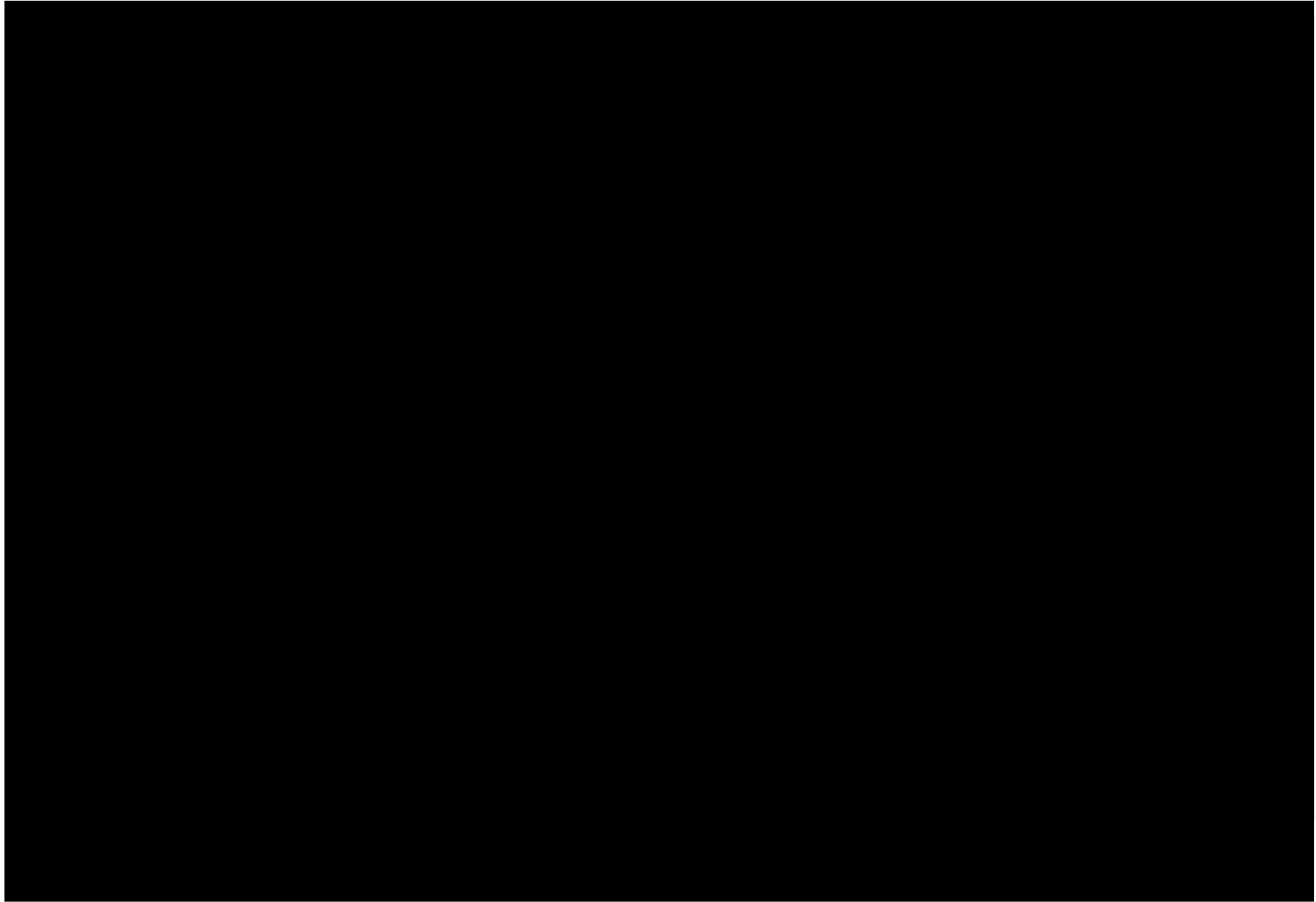


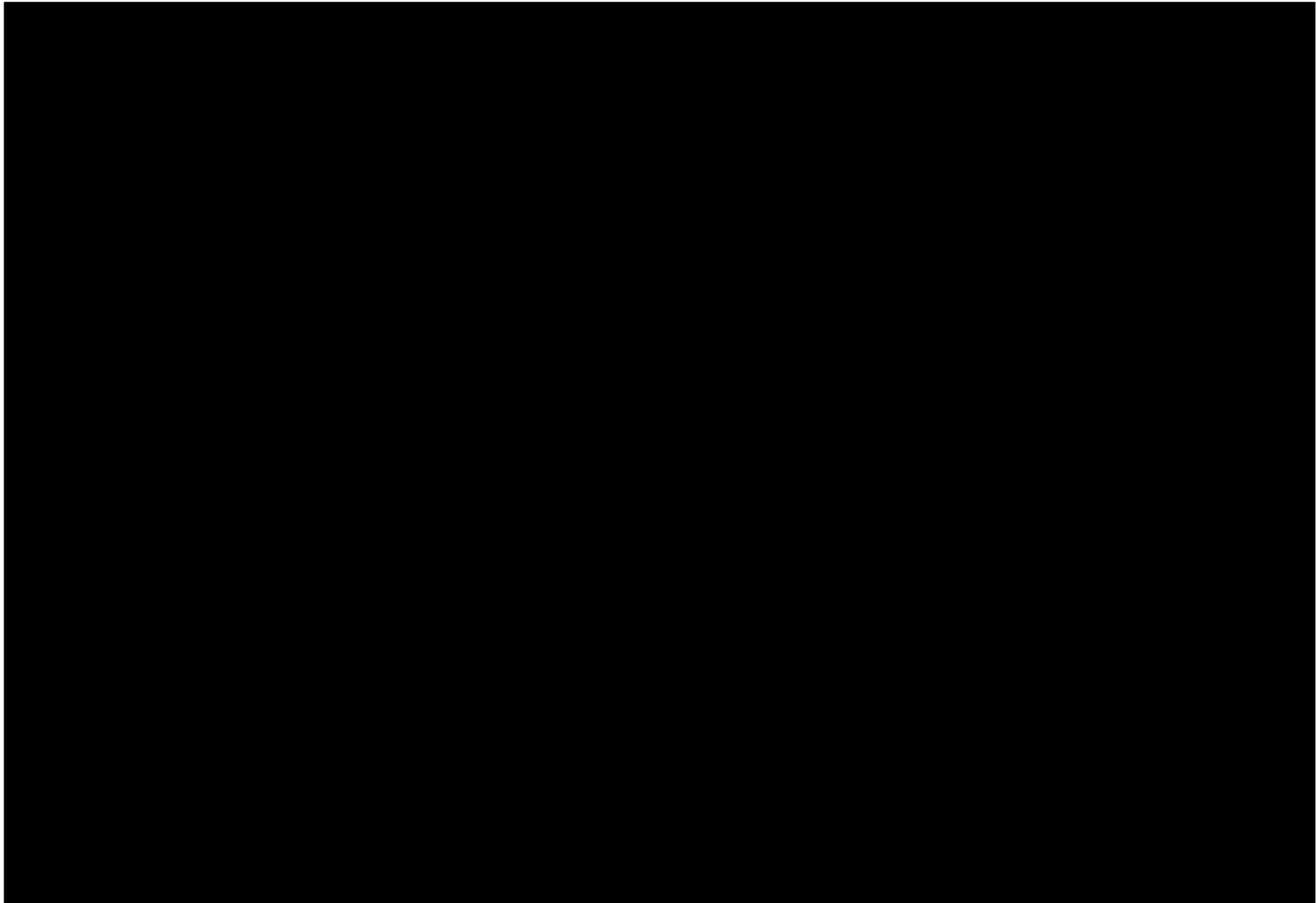


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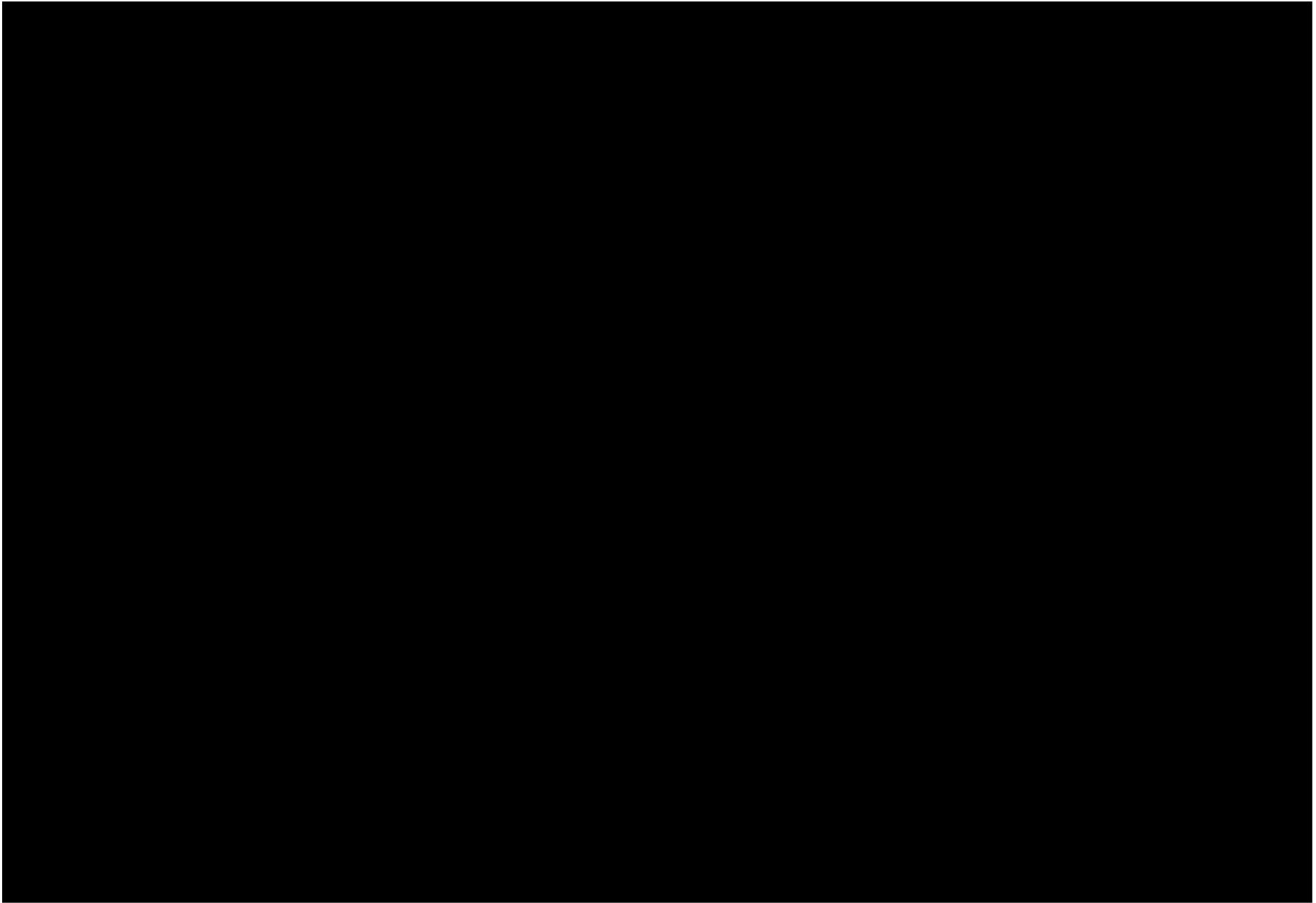


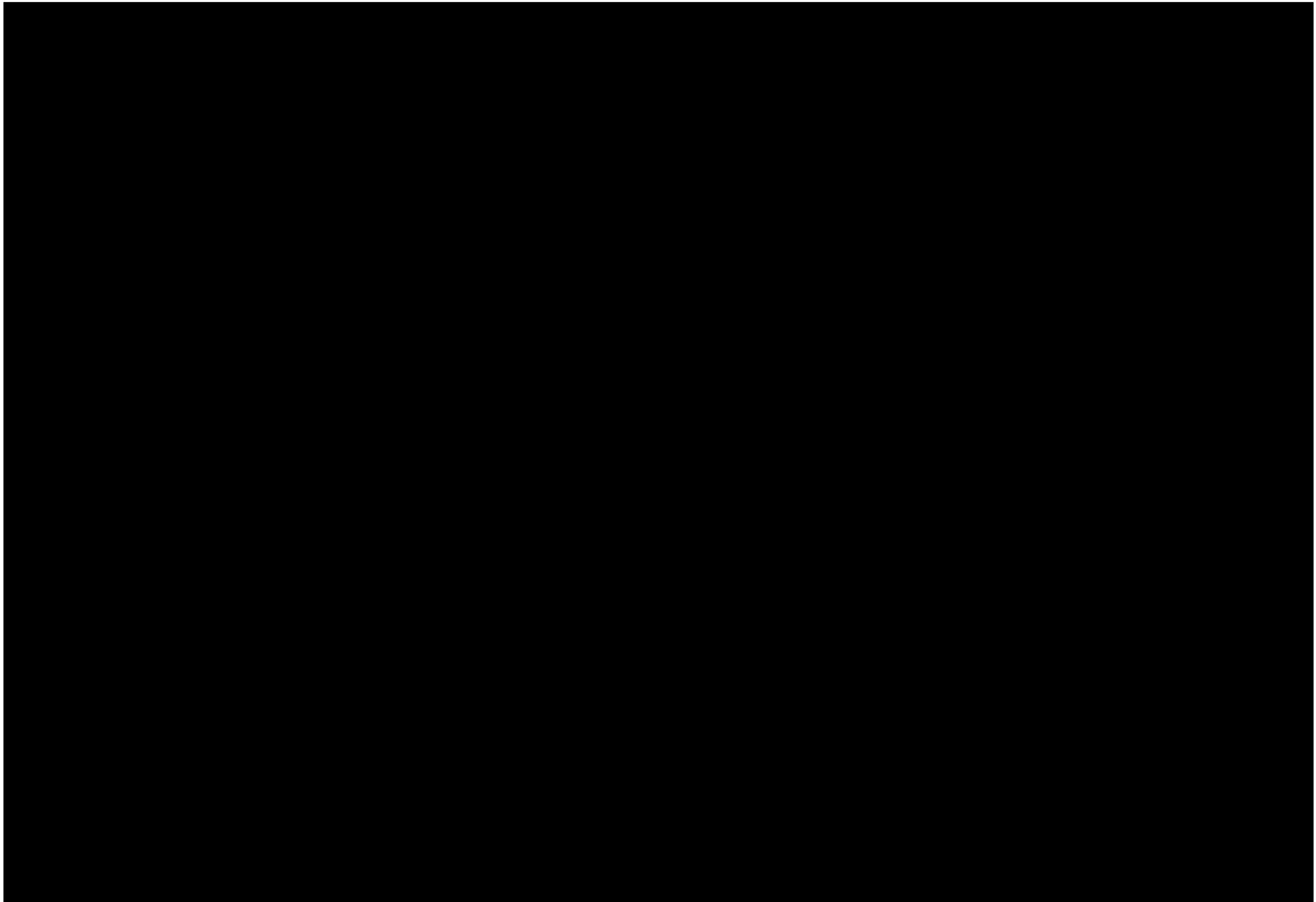


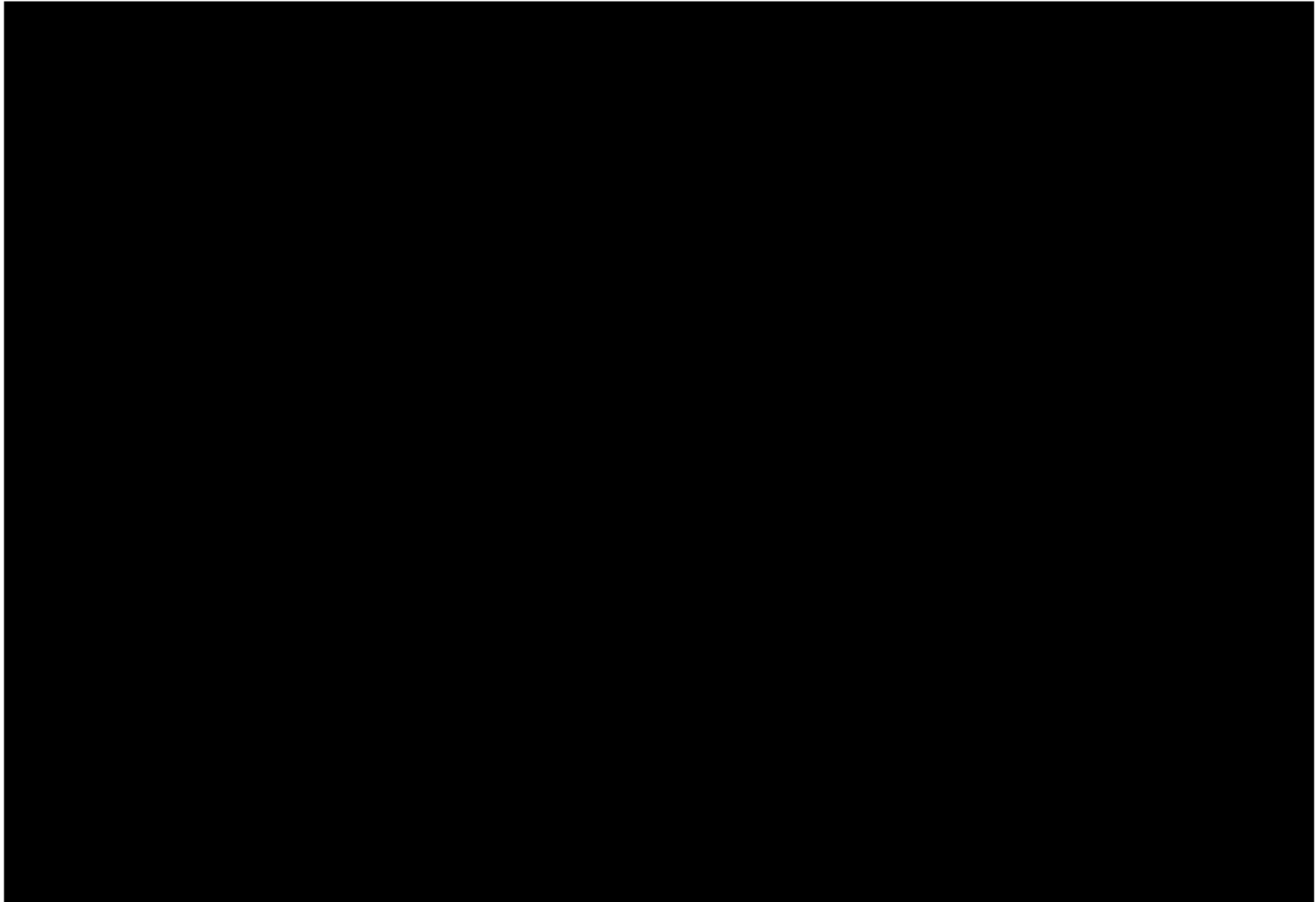


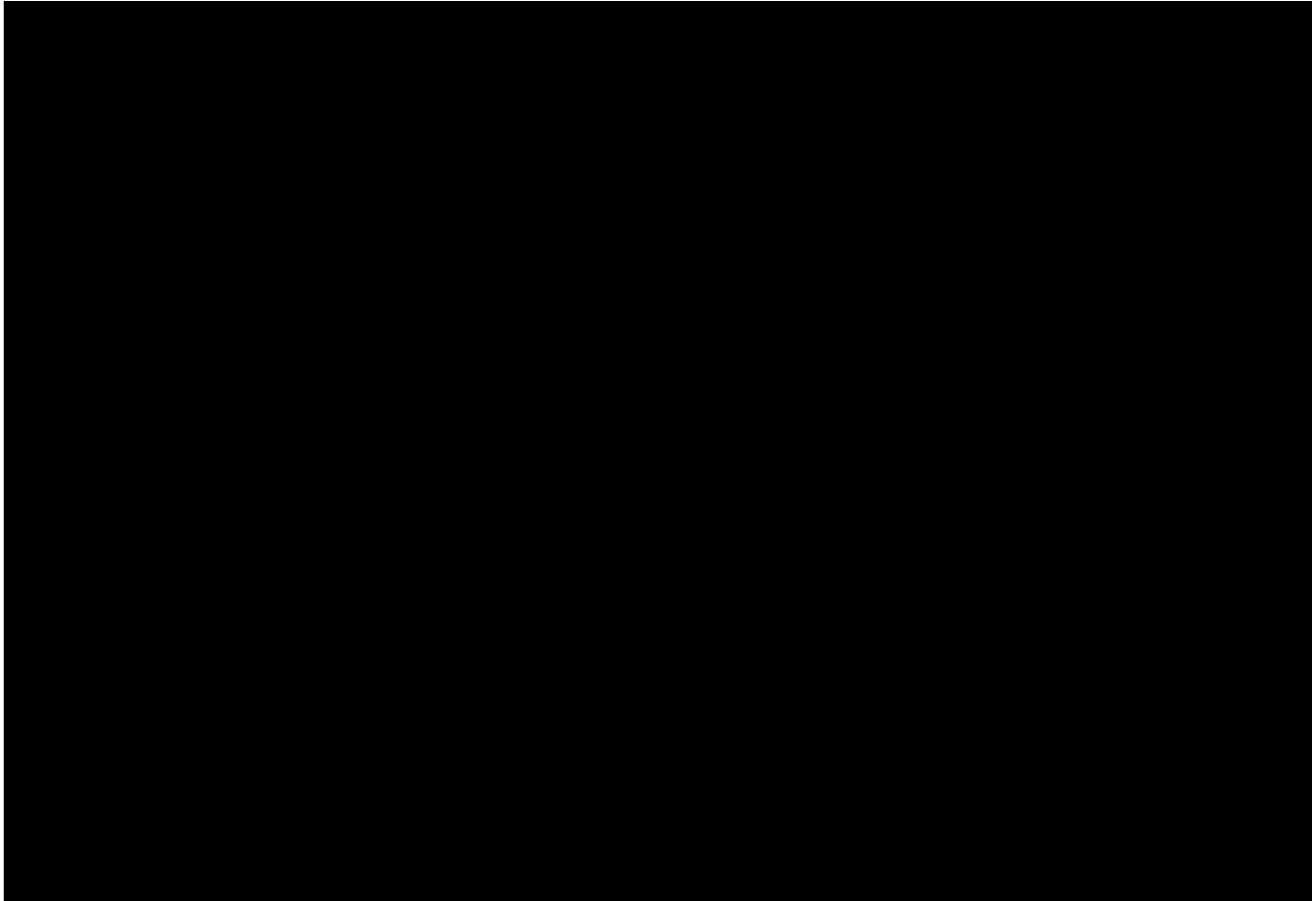


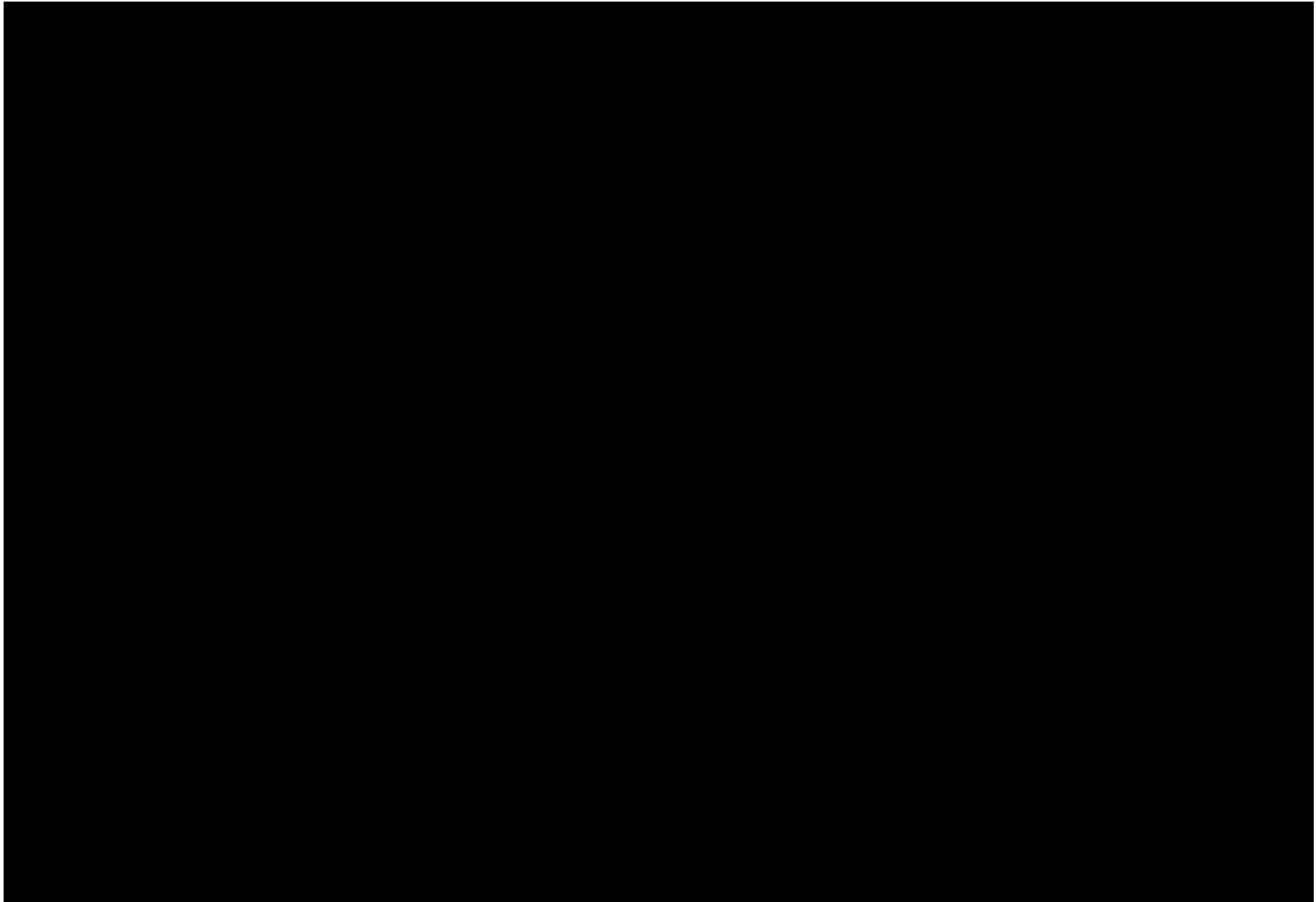
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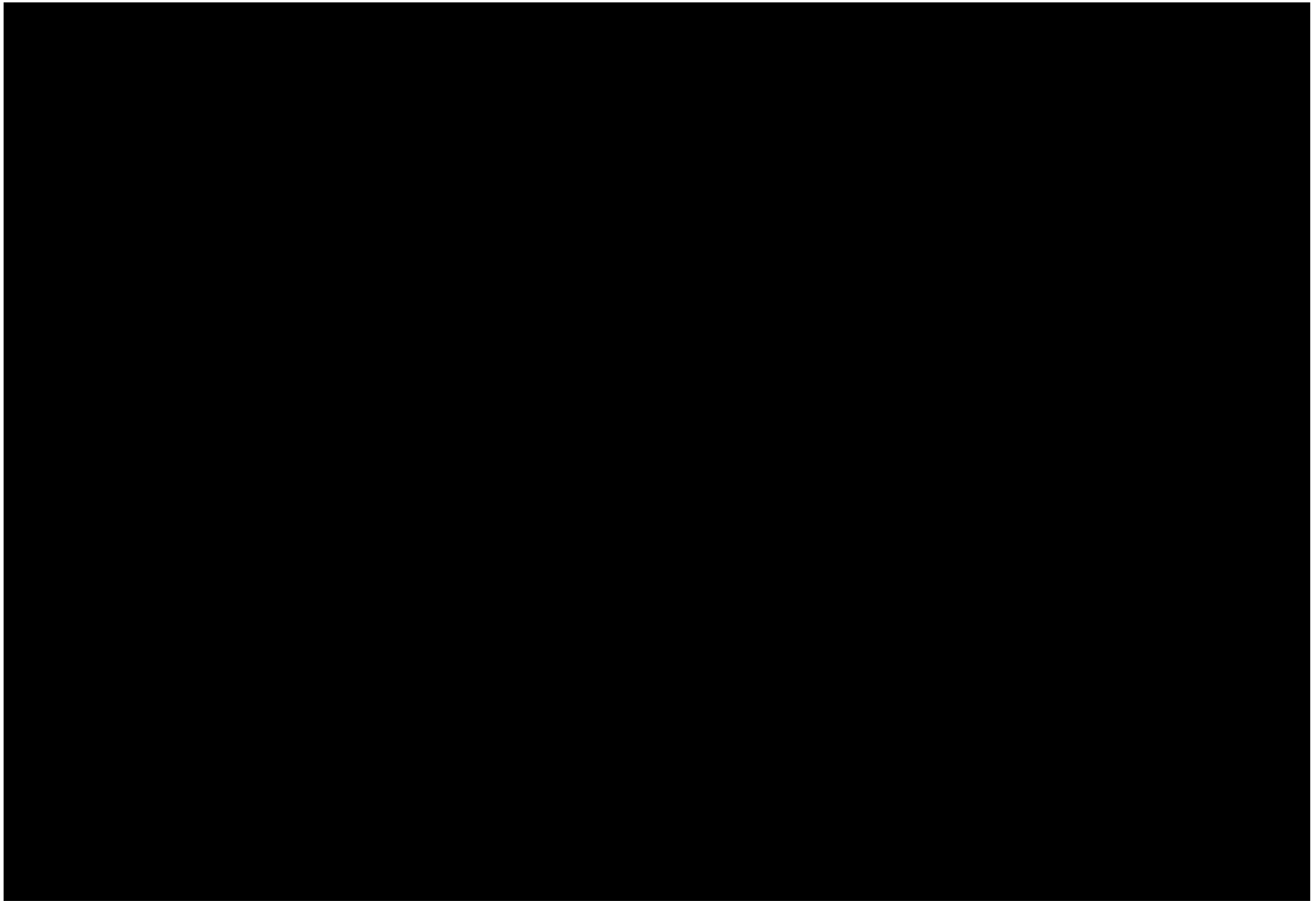


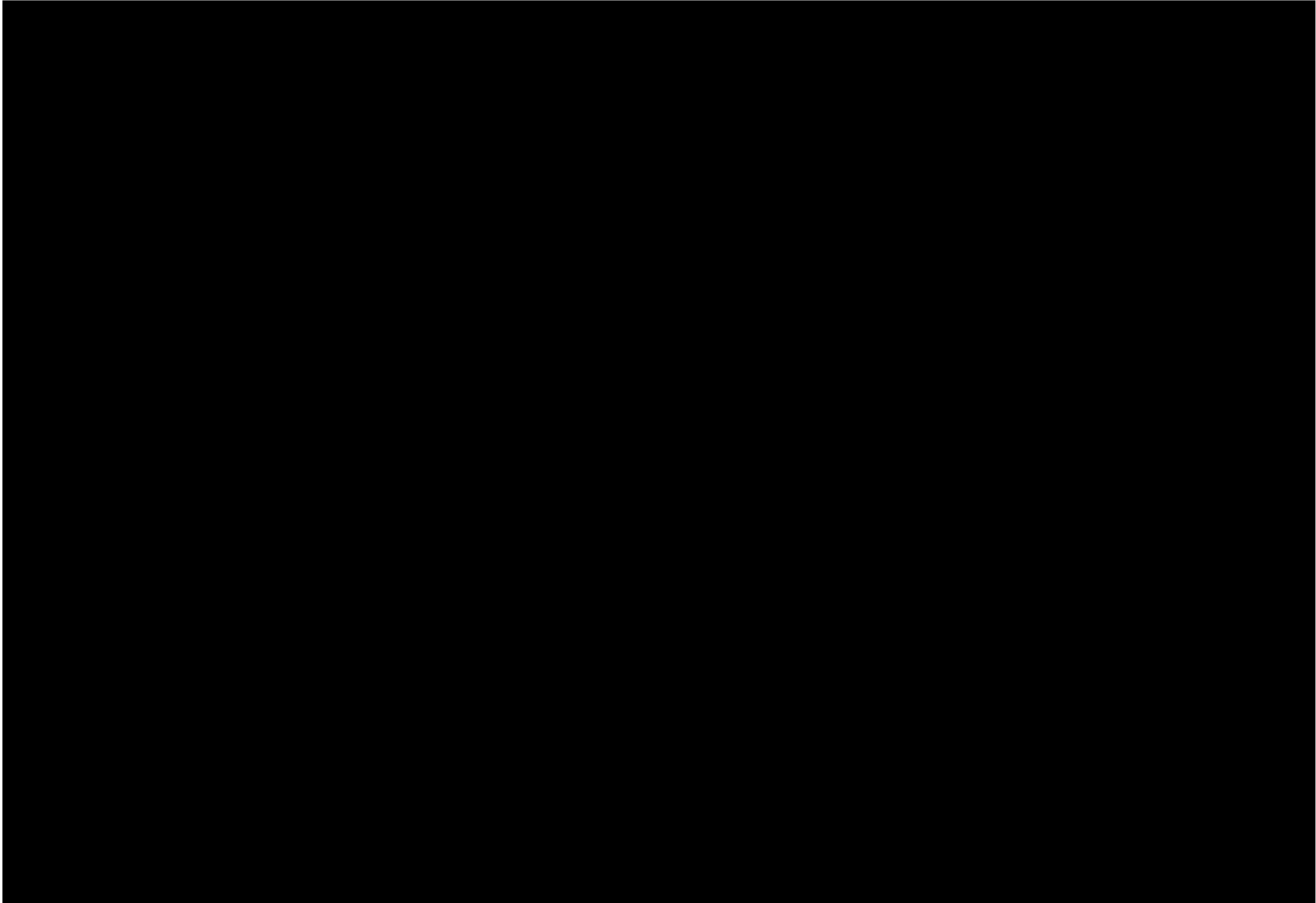




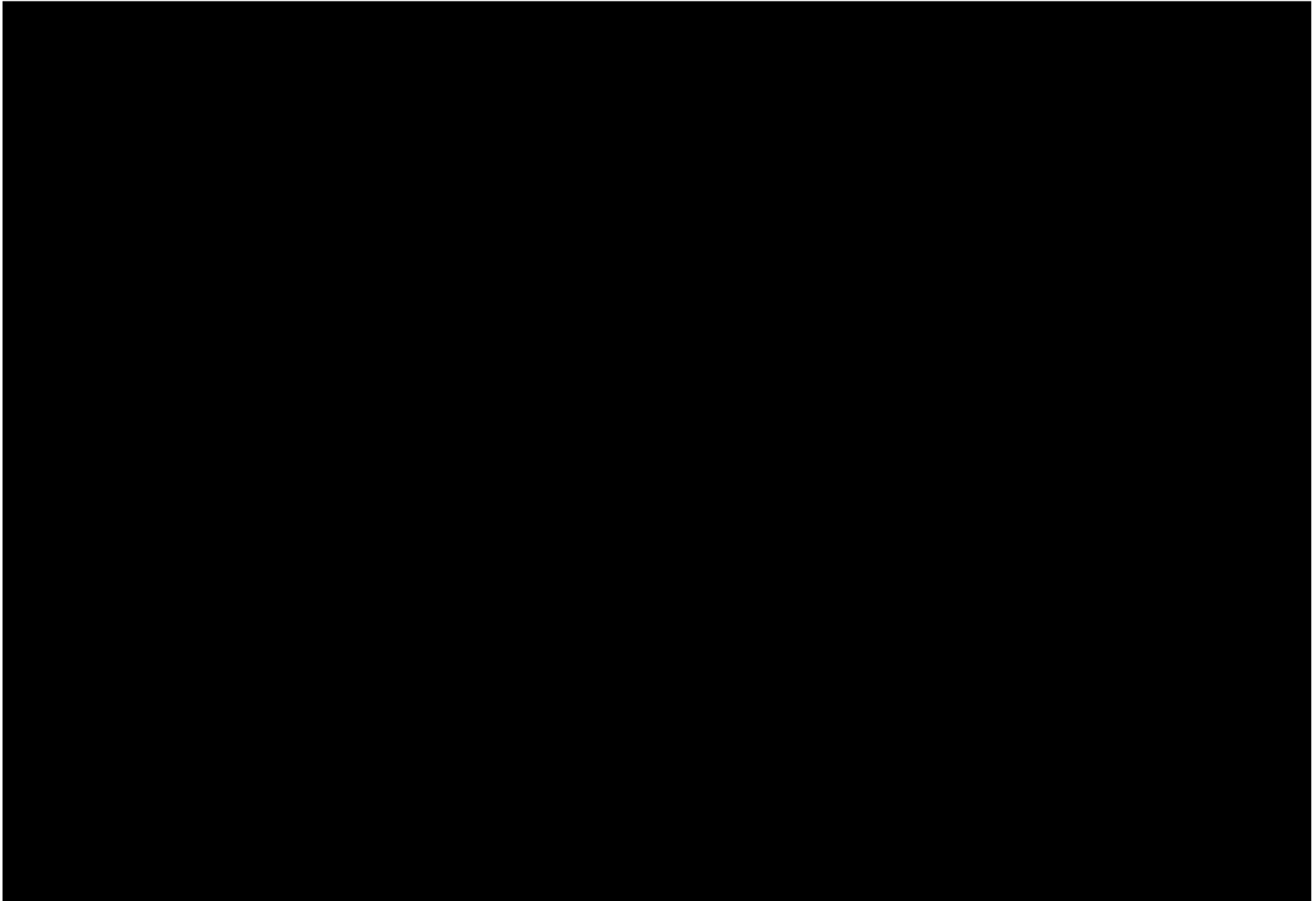








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CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
Coordinator-Generals Project wide imposed conditions			
10	Hours of work	1.2	
14	Traffic and transport		
(a)	Project construction traffic must be managed to avoid or minimise adverse impacts on road safety and traffic flow, public transport, freight rail movements, pedestrian and cyclist safety, and property access.	3.1	
(b)	During construction workforce car parking must be provided and managed to avoid workforce parking on local streets.	2.1	
(c)	Access for emergency services to project worksites and adjoining properties must be maintained throughout the construction phase.	2.1	
(d)	Practicable access is maintained to adjacent properties throughout the construction phase.	3.1	
(e)	Heavy construction vehicles use only designated routes for spoil haulage and deliveries of major plant, equipment and materials, in accordance with the Construction Environmental Management Plan. The designated haulage routes for each worksite must follow major or arterial roads to the extent practicable and be developed in consultation with the Department of Transport and Main Roads and the Brisbane City Council in preparation of the Construction Environmental Management Plan.	3.2	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
(f)	The Outline Environmental Management Plan must be supported by a road safety assessment for the spoil haulage route.	3.3	
(g)	Construction traffic must operate within the requirements of a construction traffic management sub-plan (Construction Traffic Management Plan) incorporated within the Construction Environmental Management Plan.	2.1	
(h)	The Construction Traffic Management Plan must include:		
	the proposed access to worksites, with local or minor roads only used where unavoidable to access a project worksite;	2.1	
	a process for advance notice to Directly Affected Persons and local communities within the vicinity of the spoil haulage routes and worksite accesses;	5.3	
	local traffic management measures developed in consultation with Brisbane City Council for key intersections:	0	
	(A) in Bowen Hills including Bowen Bridge Road, College Road and O'Connell Terrace;	0	
	(B) in the CBD including Albert Street, Charlotte Street, Elizabeth Street and Roma Street;	0	
	(C) at Woolloongabba including Leopard Street, Stanley Street, Vulture Street and Main Street;	0	
	(D) at Dutton Park including Annerley Road, Peter Doherty Street, Joe Baker Street and Boggo Road, as well as Kent Street, Cornwall Street and Ipswich Road.	0	
	specific traffic management measures developed in consultation with other key stakeholders, including:	2.1	
	(A) the department administering the Economic Development Act 2012 with regards traffic management in the Queens Wharf Brisbane priority development area;	2.1	
	(B) Queensland Rail about maintaining access to railway stations; and	2.1	
	(C) the department administering the Transport Infrastructure Act 1994 and the Brisbane City Council about maintaining operations for bus services along streets affected by the Project Works.	2.1	
(i)	Project Works must be designed, planned and implemented to maintain acceptable footpath and cycle paths in areas adjacent to project worksites in terms of capacity, legibility and pavement condition. The proponent must consult with the Brisbane City Council and Queensland Rail about changes in pedestrian and cycle paths required to facilitate Project Works.	2.1	
Cross River Rail Delivery Authority			
Outline Construction Traffic Management Plan (Outline CTMP)			
3.4.1	General Construction Traffic Management Requirements		
	The Contractor must prepare and implement a CTMP for all transport infrastructure impacted by the Contractor prior to the commencement of construction activities in consultation with TMR, BCC and Emergency Service Authorities.	2.1	
	The CTMP and CTMP sub-plans must be subject to periodic review to address changes in the Project's construction programme and changes in construction methodology, including modification to delivery schedules, delivery routes and spoil haulage route changes	2.1	
	The CTMP and CTMP sub-plan must be prepared by a suitably qualified Traffic Engineer	2.3	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	The CTMP must address, but not be limited to, the following general measures:		
a.	the matters listed in Imposed Condition 14(h);	2.1	
b.	proposed designated truck routes to and from construction worksites for the haulage of spoil and relate to the spoil placement sites identified at the time;	2.1	
c.	mitigation measures for the designated haulage route(s) that consider the outcomes of the Road Safety Assessment Report – Spoil Haulage Routes;	2.1	
d.	should alternative spoil placement sites be identified, suitable designated spoil haulage routes must be identified and must rely to the extent possible on the arterial and major road network of the area;	2.1	
e.	Where special circumstances require the use of other truck routes, such as the delivery of removal of oversized plant, equipment or structures; construction traffic must be managed in accordance with specific traffic management sub-plans prepared in consultation with the Rail Transport Operator, TMR, BCC or other relevant local governments; and	2.1	
f.	construction haulage tasks must be scheduled and managed to avoid disruption to traffic flows during peak traffic periods, where possible.	2.1	
	The CTMP must also include:		
•	the proposed access to worksites, with local or minor roads only used where unavoidable to access a Project worksite;	2.1	
•	a process for advance notice to Directly Affected Persons and local communities within the vicinity of the spoil haulage routes and worksite accesses;	2.1	
•	Local traffic management measures developed in consultation with BCC for key intersections:	0	
–	In Bowen Hills including Bowen Bridge Road, College Road, Gregory Terrace and O'Connell Terrace	0	
–	in the CBD including Albert Street, Charlotte Street, Elizabeth Street, Mary Street, Margaret Street, George Street and Roma Street	0	
–	at Woolloongabba including Leopard Street, Stanley Street, Vulture Street and main Street; and	0	
–	at Dutton Park including Annerley Road, Peter Doherty Street, Joe Baker Street and Boggo Road, as well as Kent Street, Cornwall Street and Ipswich Road	0	
•	Specific traffic management measures developed in consultation with other key stakeholders including:	2.1	
–	The department administering the Economic Development Act 2012 with regards to Traffic management in the Queens Wharf Brisbane priority development area	2.1	
–	Queensland Rail (QR) and the Rail Transport Operator about maintaining access to railway stations; and	0	
–	The department administering the Transport Infrastructure Act 1994 and BCC about maintaining operations for bus services along streets affected by the Project Works.	0	
•	Project Works must be designed, planned and implemented to maintain acceptable footpath and cycle paths in areas adjacent to Project worksites in terms of capacity, legibility and pavement condition. The proponent must consult with BCC, QR, TMR (Metro/TransLink) about changes in pedestrian and cycle paths required to facilitate Project Works.	0	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
3.4.2	Other Major Construction Projects		
	The measures to be implemented must take into account the construction traffic related to other major projects in the Project corridor, including:		
	• The redevelopment of the RNA Showgrounds;	2.1	
	• Queen's Wharf Brisbane;	2.1	
	• Brisbane Metro;	2.1	
	• development of the Woolloongabba priority development area;	2.1	
	• development of the Boggo Road Urban Village; and	2.1	
	• Any future development and or redevelopment of lane around the Project footprint	2.1	
	Cumulative Construction Traffic Management		
	1. The CTMP must consider cumulative impacts of traffic at key intersections e.g. for the CBD along Alice Street, George Street and Roma Street.	2.1	
	2. Spoil haulage and materials and equipment delivery must be undertaken within the hours of work set out in Imposed Condition 10. In addition, where haulage routes traverse residential streets or travel past sensitive local facilities, such as schools, specific mitigation measures must be provided to mitigate any risks associated with these activities.	0	
	3. As far as practicable, major haulage tasks for worksites are avoided during the following scheduled major events:		
	a. At the Gabba Stadium (crowds greater than 25,000) – for the Woolloongabba Station worksite;	2.1	
	b. At Lang Park (crowds greater than 25,000) – for the Roma Street Station worksite;	2.1	
	c. The Ekka and other events at the RNA showgrounds (daily crowds greater than 25,000) – for the Exhibition Station Worksite;	2.1	
	d. Riverfire; and	2.1	
	e. New Year's Eve – Albert Street Station and Roma Street Station worksites	2.1	
3.4.3	Maintaining Access		
	1. Project Works must not result in a loss of access for delivery vehicles to local businesses and community facilities. Where changes to access for delivery vehicles is required because of project Works, alternative access arrangements are identified in consultation with local businesses and facilities. In particular, access for delivery vehicles must be maintained to:	3.1	
	a. businesses at Boggo Road Urban Village and Ecosciences Precinct off Annerley Road, Dutton Park;	3.1	
	b. businesses and community facilities at Stanley Street and Vulture Street at Woolloongabba;	3.1	
	c. hospitals and medical centres at the Princess Alexandra Hospital and the Royal Brisbane and Women's Hospital (RBWH)	3.1	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	d. businesses at Roma Street, Charlotte Street, Mary Street and Albert Street in the Brisbane CBD;	3.1	
	e. schools along Gregory Terrace; and	3.1	
	f. businesses along O'Connell Terrace, Bowen Hills.	3.1	
	2. Access for emergency services vehicles must be maintained for the duration of construction works to:	3.1	
	a. Princess Alexandra Hospital, via Cornwall Street and Kent Street;	3.1	
	b. Mater Hospital, via Stanley Street; and	3.1	
	c. RBWH via O'Connell Terrace	3.1	
3.4.4	Public and Active Transport		
	1. Early and on-going notification must be given to Rail Transport Operator, TMR, TransLink, BCC and local communities about the timing and duration of shutdowns for public transport, likely disruptions and alternative transport arrangements to be implemented during the period of disruption.	5.1, 3.1	
	2. Temporary disruption to the Inner Northern Busway adjacent to Roma Street Station and the Eastern Busway adjacent to Boggo Road Station and adjacent to Woolloongabba Busway Station must be managed in consultation with TransLink and BCC.	3.1	
	3. Temporary alternative bus stops must be provided in consultation with TransLink where bus stops along Roma Street adjacent the Brisbane Transit Centre (West Tower) are disrupted.	3.1, 3.2	
	4. Local communities are notified about changes to pedestrian and cycle access because of the Project Works. Public notification via local and regional newspapers, social media and the Project website must describe the proposed changes, the duration of the changes and possible alternative routes.	5.3	
	5. Cycle facilities likely to be affected by construction works, such as the CityCycle stations, must be relocated in consultation with BCC.	0, 3.4	
	6. Safe and functional access for pedestrians and cyclists is to be maintained near Project Works.	3.2	
	7. Safe alternative access must be provided for bikeways disturbed by construction works.	3.2	
	8. Where pedestrian and cycle access to community facilities is changed, local access strategies are to be developed in consultation with local communities, community facility managers and relevant stakeholders, including Vision Australia, to provide safe and efficient pedestrian access. Safe alternative access is to be provided for bikeways disturbed by construction works.	5.3	
Project Scope and Technical requirements			
Annexure C: Construction Requirements			
1.4.1	Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must comply with the restricted spoil haulage and materials / equipment delivery hours stipulated in the Construction Traffic Management Plan, prepared in accordance with the OEMP.	1.2	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
1.7.2	Where Special Events or other events of a public interest could reasonably be expected to generate additional reliance on public transport and additional vehicle or pedestrian traffic in any areas directly or indirectly affected by the Project Activities or T&S Works, Project Co must cooperate with DTMR (TransLink Division), Queensland Police Service, Brisbane City Council, Queensland Rail Limited, and other Authorities to facilitate traffic and pedestrian flows, including by altering the sequencing and methodology of the D&C Activities.	3.1	
1.8.1	Project Co must assess and mitigate all consequential and cumulative impacts on the existing integrated transport network in planning, scheduling, and executing the Project Activities.	2.1	
1.8.2	Notwithstanding the requirements of section 2 and section 3, Project Co must not impact scheduled bus and rail services, including rail replacement bus services, simultaneously without the prior written approval of Queensland Rail Limited, affected RTOs, DTMR (TransLink Division), Brisbane City Council (including Transport for Brisbane), and affected bus transport operators.	2.1	
1.8.3	Notwithstanding the requirements of section 3, Project Co must not impact scheduled bus services during a Queensland Rail Limited scheduled maintenance closure under the Scheduled Corridor Access Scheme (SCAS), without the prior written approval of DTMR (TransLink Division), Brisbane City Council (including Transport for Brisbane), and affected bus transport operators.	2.1	
1.8.4	Notwithstanding the requirements of section 2, Project Co must not impact scheduled train services during a scheduled busway maintenance closure, without the prior written approval of Queensland Rail Limited, DTMR (TransLink Division) and affected RTOs.	2.1	
1.9.3	DTMR infrastructure must be constructed in accordance with Transport and Main Roads specifications (MRTS).	2.2	
1.9.4	Brisbane City Council infrastructure must be constructed in accordance with Brisbane City Council: Reference Specifications for Civil Engineering Work.	2.1,2.2	
3.1.2	Project Co must comply with the Bus Impact Management Requirements.	3.1	
3.2.1	Subject to the rest of this section 3.2 Project Co must stage the Project Activities such that:	3.1	
	a. scheduled bus services continue to operate and impacts on timetable, route, frequency and location of bus stops are minimised;	3.1	
	b. the capacity and functionality of existing busways (Eastern Busway, South East Busway, and Inner Northern Busway) is maintained during all operational times;	3.1	
	c. the capacity and functionality of the existing busway stations (Boggo Road Station, Woolloongabba Station, and Roma Street Station) are maintained during all operational times; and	3.1	
	d. Supporting Access Infrastructure is functional during all operational times.	3.1	
3.2.2	Project Co must:		
	a. consult and obtain the written approval of DTMR (TransLink Division), Brisbane City Council (including Transport for Brisbane) and affected bus transport operators where Project Activities may impact scheduled bus services; and	3.1	
	b. coordinate with DTMR (TransLink Division) in relation to arranging replacement services in the event that the Project Activities impact scheduled bus services.	3.1	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
3.2.3	Project Co must ensure:		
	a. a continuous path of accessible travel is provided to and between Bus Infrastructure (including temporary Bus Infrastructure) for the public during all operational times, unless an Equivalent Access solution is implemented with prior written approval of DTMR (TransLink Division) and/or Brisbane City Council as applicable;	3.2	
	b. notwithstanding any approval from DTMR or Brisbane City Council pursuant to section 3.2.3(a) alternative paths including temporary Bus Infrastructure, as far as reasonably practicable, do not increase walking distance for passengers;	3.2	
	c. reasonable sight lines and viewing ranges specified in AS1428.2 – Design for access and mobility, Part 2: Enhanced and additional requirements - Buildings and facilities is provided to ticketing and public transport information systems for the public at all operational times;	3.2	
	d. unobstructed sight lines to Bus Infrastructure or temporary Bus Infrastructure, including signage and intelligent transport systems, for bus transport operators at all operational times;	3.2	
	e. availability, maintainability, and operability of ticketing and public transport information systems; and	3.2	
	f. availability, maintainability, and operability of security systems, emergency systems, including fire and life safety systems, and emergency accesses at all times.	3.2	
3.2.5	Project Co must ensure Project Co vehicles do not encroach onto Bus Infrastructure.	3.1	
3.2.6	Project Co must not use Bus Infrastructure as haulage routes, unless otherwise approved otherwise in writing by DTMR (Metropolitan Division), DTMR (TransLink Division) and Brisbane City Council	3.1	
3.2.8	Project Co must obtain the written approval of DTMR and Brisbane City Council prior to any lifting or crane operations over or adjacent to Bus Infrastructure, including the weather vaning of cranes over Bus Infrastructure.	3.2	
3.3.1	Temporary Works associated with existing Bus Infrastructure, must include any necessary modifications to existing roads, intersections, traffic signals, and signage where diversion routes are proposed.	2.1	
3.3.2	Project Co must not modify or close existing Bus Infrastructure or bus routes without the prior written approval of DTMR (Metropolitan Division), DTMR (TransLink Division), and Brisbane City Council as applicable.	3.1	
3.3.3	Project Co must prepare Construction Traffic Management Plan Subplans, in accordance with the requirements of section 11. Each submission must reference the relevant approval in the Bus Closure and Diversion Schedule and must include a detailed contingency plan that ensures the Bus Infrastructure can be returned to service on time.	2.1	
3.3.4	Project Co must prepare Traffic Guidance Schemes, in accordance with the requirements of section 11. Each submission must reference the relevant approval in the Bus Closure and Diversion Schedule and Construction Traffic Management Plan.	2.1	
3.3.5	Project Co must:		
	a. design all modifications to existing Bus Infrastructure (including any required Temporary Works) in consultation and with the prior written approval of DTMR (Metropolitan Division), DTMR (TransLink Division), and Brisbane City Council as applicable; and	2.1	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	b. plan, schedule and execute all modifications or closures to existing Bus Infrastructure in consultation and with the written endorsement of DTMR (Metropolitan Division), DTMR (TransLink Division), and Brisbane City Council as applicable.	3.1	
3.3.6	Project Co must stage the T&S Works such that the capacity and functionality of existing bus platforms, including platform length, is maintained at all times.	2.1	
3.4.1	Project Co (for clarity, this means the person who first becomes aware) must immediately report any unplanned disruption, hazard, incident or safety practice which may impact bus operations or existing Bus Infrastructure to TransLink (current contact number: 13 12 30) and the State Representative.	3.5	
3.5.1	Where Project Co is providing temporary Bus Infrastructure, Project Co must:		
	a. comply with TransLink's Public Transport Infrastructure Manual (PTIM); and	2.1	
	b. provide any information reasonably required by the above Authorities in relation to the hazard, incident or safety practice.	2.1	
6.1.1	Spoil management, including haulage management, must be carried out by Project Co in compliance with the requirements of the State Approval, OEMP and Environmental Management Plans.	2.1	
7.6.3	Project Co must ensure that hoarding does not restrict pedestrian movements into and out of the railway and busway stations.	3.2	
7.6.4	Project Co must ensure that hoarding, fencing and screening does not:		
	a. restrict clear footpath, bikeway, or shared user path widths;	2.1	
	b. pose a hazard to pedestrians or cyclists; or	2.1	
	c. compromise vehicle and cyclist sight distance requirements, or introduce a hazard within the Clear Zone, or distract motorists.	2.1	
7.6.5	Project Co must obtain any Approvals required from Brisbane City Council where hoarding, fencing and screening is within or adjacent to roads or pathways managed by Brisbane City Council.	2.1,2.1	
7.7.1	Project Co must:		
	d. adopt Crime Prevention through Environmental Design (CPTED) principles, including passive surveillance principles and security lighting, for temporary site facilities, including hoardings, fencing and screening; and	2.1	
7.7.2	Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must ensure that temporary lighting, including lighting towers with high-intensity electric lamps ('daymaker'), does not impact the safe operation of railway lines, busways, or roads.	3.2	
10.1.2	Project Co must design all Temporary Works with a public interface:		
	a. in accordance with Disability Standards for Accessible Public Transport; and	2.1	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	b. to improve security and mitigate opportunities for criminal behaviour in accordance with Queensland Government, Crime Prevention Through Environmental Design, Guidelines for Queensland (CPTED).	2.1	
11.1.1	Project Co must abide by, and ensure that all Project Co Associates abide by, all requirements of the Queensland Traffic Management for Construction or Maintenance Work Code of Practice when carrying out the Project Activities.	2.2	
11.1.3	Project Co must manage the impacts of Project Activities on the safety, functionality, capacity and performance of the traffic and transport network to ensure that traffic performance will not be adversely affected. Project Co must undertake all necessary upgrades to existing infrastructure to manage impacts.	3.1	
11.1.4	(Transport Network Integration Reference Group): For all proposals that impact the rail and bus networks, Project Co must obtain the endorsement of the Transport Network Integration Reference Group, and then obtain the approval of the relevant Authorities in accordance with the requirements of section 1.8, section 2, and section 3.	5.2	
11.1.5	(Construction Traffic Management Liaison Group): For all proposals that impact the existing road network (including the on-road bus network), bicycle infrastructure, and pedestrian infrastructure, Project Co must obtain the endorsement of the Construction Traffic Management Liaison Group in accordance with the requirements of section 11.8, then obtain the approval of the relevant Authorities.	5.3	
11.1.6	(Construction Traffic Management Plan): Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must prepare a Construction Traffic Management Plan (CTMP) in accordance with the requirements of the State Approval and OEMP, submit the CTMP to the State Representative for review in accordance with the Review Procedures and obtain the approval of the relevant Authorities prior to commencing construction.	2.1	
11.1.7	(Construction Traffic Management Plan Subplans): Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must prepare detailed Construction Traffic Management Plan subplans (CTMP Subplan) in accordance with the requirements of section 11.2 and Project Co must obtain the approval of the relevant Authorities prior to preparing the associated Traffic Guidance Scheme(s).	2.1	
11.1.8	(Haulage Management Plan): Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must prepare a Haulage Management Plan as a subplan to the Construction Traffic Management Plan, which must address the haulage requirements of the State Approval, OEMP and Environmental Management Plans, submit the Haulage Management Plan to the State Representative for review in accordance with the Review Procedures and obtain the approval of Brisbane City Council, DTMR and other relevant Authorities prior to commencing haulage operations that impact their respective roads.	2.1	
11.1.9	(Traffic Guidance Schemes): Project Co must prepare Traffic Guidance Schemes (TGSs) in accordance with the requirements of section 11.3. Each submission must reference the relevant approved CTMP Subplan. Project Co must obtain the approval of the relevant Authorities prior to commencing construction in the affected area.	2.1	
11.2.1	Project Co must prepare CTMP Subplans, outlining how the T&S Works and Project Activities will be integrated into the operation of the existing transport network, identifying and considering all foreseeable risks, and assessing and mitigating the impact on all transport network users.	2.1	
11.2.2	Project Co must prepare separate CTMP Subplans for each Construction Worksite and work stage, detailing the management of road traffic, pedestrians, cyclists, active transport systems (including CityCycle stations), rail operations, rail passengers, busway operations, bus (on-road) operations, and bus passengers.	2.1	
11.2.3	Project Co must consider the cumulative impacts of Other Works, other proximate projects and rail and bus infrastructure maintenance activities.	2.1	
11.2.4	Project Co must undertake construction traffic assessments in accordance with section 11.5.1.	2.1	
11.2.5	The CTMP Subplans must:		

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	c. comply with this section 11.2 and the requirements of: (clauses a to q)	2.1	
11.4.1	The CTMP, all CTMP Subplans and all Level (c) TGS must be certified by an RPEQ and Traffic Management Design (TMD) (replacing previous Level 3 Traffic Management) Competent Person, countersigned by Project Co's nominated Traffic Representative, and endorsed by the Construction Traffic Management Liaison Group prior to submission to the relevant Authorities for approval.	2.1,2.1	
11.4.2	All level (a) and (b) TGS are to be certified by a TMD, countersigned by Project Co's nominated Traffic Representative, and endorsed by the Construction Traffic Management Liaison Group prior to submission to the relevant Authorities for approval.	2.1	
11.5.1	Project Co must undertake detailed modelling and analysis of traffic, pedestrians and public transport services to inform and support the CTMP Subplans	2.1	
11.6.1	Any TGS that will remain in operation for more than one work shift must be the subject of a Road Safety Audit. Traffic must not be permitted to use any temporary traffic management works until all recommendations of the Road Safety Audit have been considered and actioned as necessary, and all reasonable requirements of the Emergency Services Organisations for that stage have been incorporated into the design.	3.3	
11.6.2	Project Co must undertake all Road Safety Audits in accordance with the Austroads Guide to Road Safety – Part 6: Road Safety Audit, using an accredited Road Safety Auditor registered with DTMR.	3.3	
11.6.3	Project Co must ensure that a Road Safety Audit is undertaken at the following times:		
	a. prior to the submission of CTMP Subplans and TGSs (and all issues raised in the audit have been addressed);	3.3	
	b. before opening changed transport infrastructure to traffic; and	3.3	
	c. directly after opening changed transport infrastructure to traffic.	3.3	
11.6.4	Project Co must include the relevant Road Safety Audits described in section 11.6.3(a) when submitting CTMP Subplans and TGSs for approval	3.3	
11.7.1	Project Co must nominate a management site representative (Traffic Representative) who, in addition to the requirements of clause 5.2 "Nominated Traffic Officer" of the MRTS02 "Provision for Traffic" must as a minimum:		
	a. have appropriate experience in traffic engineering, management and operations, including operational knowledge and understanding of traffic signal systems;	2.3	
	b. be provided on a full-time basis with 24-hour availability during any approved out of hours works and to respond to any reported traffic incidents or damage that could be attributable to Project Activities;	2.3	
	c. have authority and responsibility for issues relating to traffic management including liaison with all relevant Authorities and stakeholders;	2.3	
	d. monitor and quantify delays, measure queue lengths and maintain and adjust traffic control measures / devices to assist prevailing traffic flows;	2.3	
	e. manage the impact of over-dimension, over-weight and dangerous goods vehicles	2.3	
	f. notify of traffic incidents to the BMTMC within 15 minutes; and	2.3	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	g. provide notification to the Community Relations Monitor of traffic incidences and unplanned disruptions within 15 minutes of the incident occurring	2.3	
11.8.1	Project Co must establish and chair a Construction Traffic Management Liaison Group (CTMLG), comprising representatives from Project Co, Queensland Rail Limited, DTMR, Brisbane City Council and the State Representative as members. Project Co must also invite the Project Independent Certifier, Emergency Services Organisations, the Community Relations Monitor, the Environmental Monitor, Transurban and from time to time any and other entities or groups nominated by DTMR or Brisbane City Council.	5.3	
11.8.2	Project Co must develop a communication strategy between the CTMLG and the community engagement team to ensure all impacts on road and public transport user and property and commercial owners are communicated in accordance with the requirements of Annexure F.	5.3	
11.8.4	The CTMLG will have no legal responsibilities and will itself not have any power to require any of the parties to act or refrain from acting in any way, and Project Co's responsibility for traffic management will not be limited or affected by the existence of, or determinations or decisions of, the CTMLG.	5.3	
11.8.7	Project Co must provide the CTMLG with:		
	a. an overview of the CTMP Subplans;	5.3	
	b. details as to timing of implementation of TGSs;	5.3	
	c. a schedule of CTMP Subplans and TGSs to be submitted;	5.3	
	d. all relevant reports as requested by the CTMLG	5.3	
	e. results of monitoring of the effectiveness of the CTMP Subplans and TGSs; and	5.3	
	f. advanced warning of planned disruptions, to the level of detail and frequency as requested by the Community Relations Monitor.	5.3	
11.9.1	Without limiting any obligations imposed on Project Co by the requirements of the State Approval and OEMP, Project Co must as a minimum:		
	a. develop an accurate and detailed breakdown of workforce traffic and parking demand for each Construction Worksite using first principles estimating methods	2.1	
	b. undertake origin-destination surveys to understand the travel patterns of construction workforce traffic	2.1	
	c. undertake suitable traffic assessments in accordance with the requirements of section 11.5, to the approval of the State Representative	2.1	
	d. develop CTMP Subplans in accordance with the requirements of section 11.2, to the approval of the State Representative	2.1	
	e. develop parking layouts to determine the number of parks that will be accommodated on each Construction Worksite; and	2.1	
	f. educate the construction workforce on traffic and parking procedures prior to first entering a Construction Worksite	2.1	
11.10.1	Without limiting clause 14 of the Project Agreement, where shared construction access is provided to a worksite, Project Co must;		
	a. share the access with Queensland Rail Limited, where applicable;	0	

CRRDA REFERENCE	REQUIREMENT	ADDRESSED SECTION	IN
	b. share the access with the RIS Alliance, where applicable;	3.2	
	c. coordinate road access with other road users; and	0	
	d. communicate to road users a minimum of 48 hours prior to oversize or large volume deliveries occurring.	5.3	
11.10.2	Project Co must:		
	a. Coordinator-Generals Project wide imposed conditions minimise the number of construction site accesses from the adjacent road network;	3.2	
	b. share the access with the RIS Alliance, where applicable;	3.2	
	c. coordinate road access with other road users; and	3.2	
	d. communicate to road users a minimum of 48 hours prior to oversize or large volume deliveries occurring.	5.3	
11.11.1	Project Co must maintain equivalent functionality and capacity to any existing public or private access/egress, including car parking facilities, at all times until the Date of Final Acceptance.	3.1	
11.11.2	Project Co must relocate existing kerbside activities in Albert Street (including taxi rank, loading zones and short-term parking) in accordance with Annexure B prior to commencing other T&S Works activities, or must provide temporary facilities in consultation with and to the approval of Brisbane City Council.	3.4	
12.1.2	Without limiting the requirements of the Project Agreement, the State Approval and OEMP, Project Co must immediately notify the State Representative and the Project Independent Certifier, and submit a written report to the State Representative and the Project Independent Certifier within 48 hours of such notification, regarding:		
	a. traffic crashes in the Project Area;	3.5	
	b. traffic crashes on any road in Queensland involving a vehicle that is associated with the Project;	3.5	
	c. incidents involving the public on the Licensed Construction Area.	3.5	

APPENDIX B

Bus Closure & Diversion Schedule