

Toowong to West End Green Bridge

Alignment Options Consultation Report

May 2021



Dedicated to a better Brisbane

Toowong to West End Green Bridge

Alignment Options Consultation Report

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1. Executive Summary

Brisbane City Council (Council) is building new green bridges to make it easier to get around the city on foot, by bike or scooter, and by connecting with public transport. The Toowong to West End Green Bridge (TWEGB) will provide a new walking and cycling link between the growing West End community and the Toowong Centre, rail and ferry services. Together with the St Lucia to West End Green Bridge (SLWEGB), it will connect to the city's active transport networks, enhancing the river loop cycling and walking experiences.

In November 2020, Council released a shortlist of alignment options and landing locations for the TWEGB for the community to provide feedback on:

- Option A – 600 Coronation Drive, Toowong to Orleigh Park (near Forbes Street), West End
- Option B – Archer Street (mid-block), Toowong to Orleigh Park (near Drury Street), West End
- Option C – Archer Street (near Glen Road), Toowong to Orleigh Park (near Drury Street), West End

The consultation period followed an initial consultation phase in late 2019, and technical investigations and assessments undertaken by Council throughout 2020.

Residents, businesses and other key stakeholders had the opportunity to have their say on potential alignment options and landing locations for both bridges from Monday 23 November 2020 until Wednesday 31 March 2021. Council hosted a range of activities that allowed residents to provide feedback on the alignment options for each green bridge and talk to members of the project team. This included:

- six information sessions at local venues in Toowong, St Lucia and West End, with a total of 565 attendees
- six pop-up visits at ferry terminals, parks and bridges near the potential landing locations, with 479 interactions
- meetings with key stakeholders and property owners directly affected by the proposed alignment options.

Overall, more than 2300 people provided feedback on the TWEGB, including 1856 responses to the online survey, along with feedback provided at information sessions, and by email, phone and letter.

Following the consultation period, Council reviewed and summarised all feedback to determine overall support for the TWEGB and each alignment option, as well as key issues for consideration during the next phase of the project. Overall, feedback included:

- very strong positive support for Option A (600 Coronation Drive to Orleigh Park near Forbes Street), with 83% of online survey respondents completely or somewhat supportive of this alignment
- some support for Option B (Archer Street mid-block to Orleigh Park near Drury Street) and limited support for Option C (Archer Street near Glen Road to Orleigh Park near Drury Street)
- many requests for Council to deliver new green space at 600 Coronation Drive as part of the TWEGB
- interest in the timing for delivery of the TWEGB, with many people seeing this green bridge as a priority
- some concerns from local residents adjacent to landing locations of various options about impacts on views, increased noise and traffic, parking on local streets and safety of bridge and road users
- requests from river users to minimise impacts on sailing, rowing and paddling club operations and activities.

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Following initial technical investigations and feasibility assessments, and the outcomes of community consultation, Option A connecting 600 Coronation Drive to Orleigh Park (near Forbes Street) has been identified as the preferred alignment for the TWEGB.

This alignment has been selected because it:

- provides good connectivity to the Toowong Centre, rail services and the Regatta ferry terminal
- provides off-road access to riverside cycling and walking paths in West End and Toowong
- creates opportunity for new riverside open space at Toowong
- would attract strong patronage based on initial transport modelling
- provides a more comfortable and accessible bridge grade, compared to other options
- does not impact on existing character houses, or require resumption of private homes
- has strong support from the community and key stakeholders.

In addition, Option A connecting Guyatt Park to Orleigh Park (near Morry Street) has been identified as the preferred alignment for the SLWEGB.

Council will prepare a concept design and preliminary business case for each project based on the preferred alignments, for further discussion with the community in the second half of 2021. The Option B and C alignments presented during consultation for each project will not be progressed.

In preparing the concept designs and business cases, Council will further investigate the benefits, impacts and costs of the TWEGB and SLWEGB, and will consider the potential bridge form and structure, transport and economic benefits, property impacts, constructability, and how each bridge will integrate with the surrounding environment.

Council expects to complete the detailed business cases for these green bridges by late 2021, which will be discussed with the Queensland and Australian governments to help determine the next steps for these projects, including potential funding and delivery timeframes. Council will continue to keep local residents and stakeholders informed about the projects as they progress.

2. Introduction

Council is delivering new green bridges, which will get more cars off the road and give people more choice when it comes to travel. The TWEGB will cater for pedestrians and cyclists and create a vital active travel network between the growing communities of West End and Toowong.

Feedback from the community has played a critical role in the development of the TWEGB to date. Council is committed to providing ongoing opportunities for residents, businesses and other stakeholders to help shape the planning of the project and keeping the community informed as the project progresses.

Further to an initial consultation phase in late 2019, Council has undertaken a range of technical investigations and studies on potential alignments and landing locations for the TWEGB. In November 2020, Council publicly released a shortlist of alignment options for the green bridge, marking the next round of community consultation on the project.

At this time, Council also commenced consultation on a shortlist of alignment options for the SLWEGB. A separate report has been prepared to outline the outcomes of consultation on the SLWEGB. Where consultation activities or feedback received related to both projects, it has been included in this report.

2.1 Purpose of this report

This report has been prepared to outline the results of community consultation on the TWEGB and proposed alignment options from 23 November 2020 to 31 March 2021.

This report provides:

- background on the Green Bridges Program (GBP)
- overview of the TWEGB and each alignment option
- the objectives, approach and timeframes of the consultation program
- a summary of the communication tools used throughout the consultation period, including media, social media, direct mail, digital communication and stakeholder notifications
- participation results from all consultation activities and feedback channels, including community information sessions, pop-up events, an online survey, briefings with key stakeholders and feedback received by phone, email and letter
- a summary of the key feedback themes for the TWEGB and proposed alignment options, based on a detailed analysis of all community feedback, results of the online survey and formal submissions received
- proposed next steps for the TWEGB.

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3. Background

3.1 About the Green Bridges Program

Council is building new green bridges across Brisbane, which will make it even easier to get around our city on foot, by bike or scooter, or by connecting with public transport. The new bridges will link Kangaroo Point to the CBD, Toowong to West End, St Lucia to West End, as well as a new crossing at Breakfast Creek. A map showing the location of each green bridge is outlined in **Figure 1**.

Council is getting on with the job of delivering the GBP to bring forward critical investment in Brisbane following coronavirus. Construction of the Kangaroo Point Green Bridge (KPGB) and Breakfast Creek Green Bridge (BCGB) is on track to start in late 2021, with both bridges expected to be complete by the end of 2023, subject to approvals.

Planning for the TWEGB and SLWEGB is ongoing, with community consultation on the potential alignment options for each bridge undertaken in late 2020 and early 2021. Timeframes for the delivery of these green bridges will be considered following further technical investigations and community consultation to help inform the preparation of a detailed business case for each project, which will be discussed with the Queensland and Australian governments.

Council is also committed to investigating locations for a fifth green bridge and will make more information available as planning progresses.



Figure 1 - Green bridge locations.

3.2 About the Toowong to West End Green Bridge

The TWEGB will provide a new walking and cycling link between the growing West End community and the Toowong Centre, rail and ferry services. Together with the SLWEGB, it will connect to the city's active transport networks, enhancing the river loop cycling and walking experiences.

The new green bridge will:

- offer Toowong residents direct access to markets, restaurants, art and music venues and green space in West End
- link West End residents to shopping, business and health facilities in Toowong
- enable commuters to interchange at Toowong Railway Station and Regatta ferry terminal, and access high-frequency bus services in West End and South Brisbane.

3.2.1 Background

Initial consultation on the TWEGB was undertaken in late 2019 as part of the GBP early planning phase. During the initial consultation period, Council sought feedback on a proposed alignment extending from Archer Street at Toowong to Orleigh Park near Forbes Street at West End, in addition to suggestions for issues to be considered during future planning stages for the project. The purpose of presenting a proposed alignment during this phase was to introduce the TWEGB to the community, helping Council to understand local interests, issues, values and travel patterns to guide the next stage of planning for the project.

Council completed a detailed analysis of all feedback received and prepared an *Initial Consultation Outcomes* report which is available on Council's website. Feedback indicated approximately 60% of survey respondents would use the TWEGB daily or weekly. Many people also indicated they were opposed to this bridge catering for buses or public transport. As a result, Council has progressed planning for the TWEGB as a pedestrian and cycling connection only.

Other feedback received during initial consultation for this bridge included:

- suggestions for Council to investigate alternative alignment options for the bridge
- requests for Council to undertake technical studies and consultation for the project
- interest in the potential impacts of the new bridge on local communities and river users.

3.2.2 Overview of the alignment options

Throughout 2020, Council undertook a range of technical investigations and studies on potential alignments and landing locations for each bridge. This included traffic and transport modelling, environmental studies, site investigations and initial cost estimates.

Based on these studies, Council selected a shortlist of alignment options for the community to provide feedback on. A map showing the location of each alignment is outlined in **Figure 2**.

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Alignment options	
Option A: 600 Coronation Drive, Toowong to Orleigh Park (near Forbes Street), West End	
Summary of option	<ul style="list-style-type: none"> Provides a comfortable bridge grade for all users. Delivers high-quality landing points and user experience. Improves connectivity to Toowong Centre, rail services, high-frequency bus services and Regatta ferry terminal.
Overview of Toowong landing	<ul style="list-style-type: none"> Creates opportunity for new riverside open space. Provides safe off-road access to Bicentennial Bikeway and riverside walking paths. Does not impact on nearby character housing. Protects and enhances Middenbury House heritage values. Partial acquisition of private property required (600 Coronation Drive).
Overview of West End landing	<ul style="list-style-type: none"> Provides off-road access to Riverside Drive cycling and walking paths. Does not impact Cranbrook Place indigenous heritage site or Brisbane and GPS Rowing Club. May impact some established trees in Orleigh Park. No private property required.
Expected patronage	By 2031: 3400 trips per day. By 2041: 4600 trips per day.
Option B: Archer Street (mid-block), Toowong to Orleigh Park (near Drury Street), West End	
Summary of option	<ul style="list-style-type: none"> Steeper bridge grade for all users compared to Option A. No opportunity to create new riverside open space. Improves connectivity to Toowong Centre, rail services, high-frequency bus services and Regatta ferry terminal.
Overview of Toowong landing	<ul style="list-style-type: none"> Good connectivity to Toowong Centre and rail services via the Coronation Drive pedestrian overpass and arcade. Connects with the Bicentennial Bikeway via local streets. Private property required in Archer Street, Toowong. Impacts on character houses and traditional character streetscape. Significant visual and amenity impacts to nearby properties.
Overview of West End landing	<ul style="list-style-type: none"> Direct access to Riverside Drive cycling and walking paths. Landing adjacent to low-density character housing. May impact established trees and dog off-leash area in Orleigh Park.
Expected patronage	By 2031: 3800 trips per day. By 2041: 5100 trips per day.
Option C: Archer Street (near Glen Road), Toowong to Orleigh Park (near Drury Street), West End	
Summary of option	<ul style="list-style-type: none"> Steeper bridge grade for all users compared to Option A. Good connectivity to Toowong Centre, rail services and high-frequency bus services. Significant visual and amenity impacts to nearby properties. No opportunity to create new riverside open space.
Overview of Toowong landing	<ul style="list-style-type: none"> Private property required in Archer Street, Toowong. Access to Regatta ferry terminal less convenient than Option A and B. Connects to Bicentennial Bikeway via local streets. Impacts to traditional character streetscape.

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Alignment options	
Overview of West End landing	<ul style="list-style-type: none">• Direct access to Riverside Drive cycling and walking paths.• May impact some established trees in Orleigh Park.• Landing adjacent to low-density character housing.
Expected patronage	By 2031: 3700 trips per day. By 2041: 5000 trips per day.

Table 1 - TWEGB alignment options.

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Figure 2 - TWEGB proposed alignment options.

3.3 Key stakeholders

The TWEGB project area comprises the suburbs of Toowong and West End, along with the Toowong Reach of the Brisbane River. Prior to commencing engagement activities, Council completed an analysis of the key stakeholders potentially affected by or with an interest in the project.

Broadly, these groups include:

- **Directly affected property owners:** where alignment options have a direct impact on private property
- **Elected representatives:** the local, state and federal elected representatives for the project area which includes:
 - Walter Taylor and The Gabba wards
 - State electorates of Maiwar and South Brisbane
 - Federal electorates of Ryan and Griffith
- **Internal Council stakeholders:** Council’s elected representatives, senior leaders, and areas of Council that may be impacted by the design or construction of the TWEGB
- **Corridor stakeholders:** this includes residents and property owners adjacent to or in close proximity to the alignment options, local businesses, road and path users, and utility and infrastructure providers
- **River users:** this includes community sailing / rowing groups, mooring users, cruise and ferry operators and boating associations
- **Advocacy and interest groups:** groups representing local community and business interests, active and public transport, and environmental issues
- **Government departments and agencies:** Queensland and Australian government departments, agencies and bodies
- **Industry representatives:** this includes professional associations and peak bodies.

A detailed list of key stakeholders is outlined in **Appendix A**.

3.3.1 Directly affected property owners / lessees

As part of the options assessment process, Council identified the owners / lessees of potentially directly affected properties for each alignment option. These are outlined in the table below.

Alignment option	Directly affected properties
Option A: 600 Coronation Drive to Orleigh Park (near Forbes Street)	<ul style="list-style-type: none"> • 600 Coronation Drive, Toowong
Option B: Archer Street (mid-block) to Orleigh Park (near Drury Street)	<ul style="list-style-type: none"> • 32 Archer Street, Toowong
Option C: Archer Street (near Glen Road) to Orleigh Park (near Drury Street)	<ul style="list-style-type: none"> • 50 Archer Street, Toowong • South Brisbane Sailing Club, Orleigh Park, West End (lessee)

Table 2 - Directly affected properties.

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3.4 Previous engagement activities

The table below outlines the previous communication and engagement activities undertaken for the TWEGB. To date, activities have focussed on introducing and raising high-level awareness of the overarching GBP and seeking feedback on proposed bridge alignments.

Activity	Purpose	Timing
GBP announced	Provided initial, high-level information about the GBP to Brisbane residents. Tactics included a page on Council's website, a letter from the Lord Mayor to residents in selected suburbs, and a <i>Living in Brisbane</i> advertisement.	Late March – late May 2019
2019/20 Council budget announcement	Outlined Council's funding commitment to the GBP through Council budget communication activities. Supporting collateral included TV, outdoor and digital advertising, as well as social media and a city-wide mail out.	Mid-June – late June 2019
Initial community consultation	First phase of community consultation on the GBP to introduce residents and stakeholders to the program, build excitement and interest, and seek initial feedback on each of the bridges to help inform further project planning. Council sought feedback on a proposed alignment for the TWEGB extending from Archer Street at Toowong, to Orleigh Park near Forbes Street at West End. Engagement activities included a DL flyer mailout, webpage updates, online survey, community information sessions, pop-ups and stakeholder briefings.	Monday 11 November – Friday 6 December 2019
Release GBP Initial Consultation Outcomes report	Release of the GBP <i>Initial Consultation Outcomes</i> report which outlines key findings from the initial community consultation phase and next steps for each bridge project. Awareness was raised through a media announcement, webpage update, email to database and stakeholder notifications, Councillor briefing notes and Contact Centre update. At this time, it was announced that the TWEGB and SLWEGB would be progressed as pedestrian and cycling connections only.	Late March 2020

Table 3 - Previous engagement activities.

4. Consultation approach

4.1 Purpose and objectives

The purpose of the consultation program was to present three shortlisted alignment options and landing locations for the TWEGB and collect feedback from residents, businesses and other stakeholders to inform future stages of the project.

Council's key objectives for this phase of consultation were to:

- seek detailed community feedback on three potential alignment options to help inform the selection of a preferred bridge alignment for further detailed investigation through a business case and concept design
- outline the potential benefits, impacts and opportunities of each alignment option, including the expected patronage, connectivity to the active and public transport network, and private property requirements
- further understand local community and stakeholder values, concerns and interests
- provide a variety of channels for residents and stakeholders to give feedback and ask questions
- build awareness of the TWEGB project and its benefits.

4.2 Methods

A range of activities were undertaken across four key areas as part of the consultation program:

- **Communication and media:** a program of communication and media activities were designed to create awareness and communicate project information, benefits and timeframes amongst the broader community. Opportunities for the community to provide feedback were also promoted via these methods.
- **Community consultation:** a series of consultation activities provided the opportunity for the community to learn more about the project and give feedback on the proposed bridge alignment options.
- **Stakeholder engagement:** individual meetings and briefings were offered and / or held with a variety of key stakeholders including elected representatives, property owners directly affected by or adjacent to the alignment options, and community, business and advocacy groups.
- **Feedback and reporting:** a variety of opportunities and platforms were provided to ensure the community and stakeholders could provide their feedback. These platforms were widely promoted to maximise community involvement.

This process is outlined in **Figure 3**.

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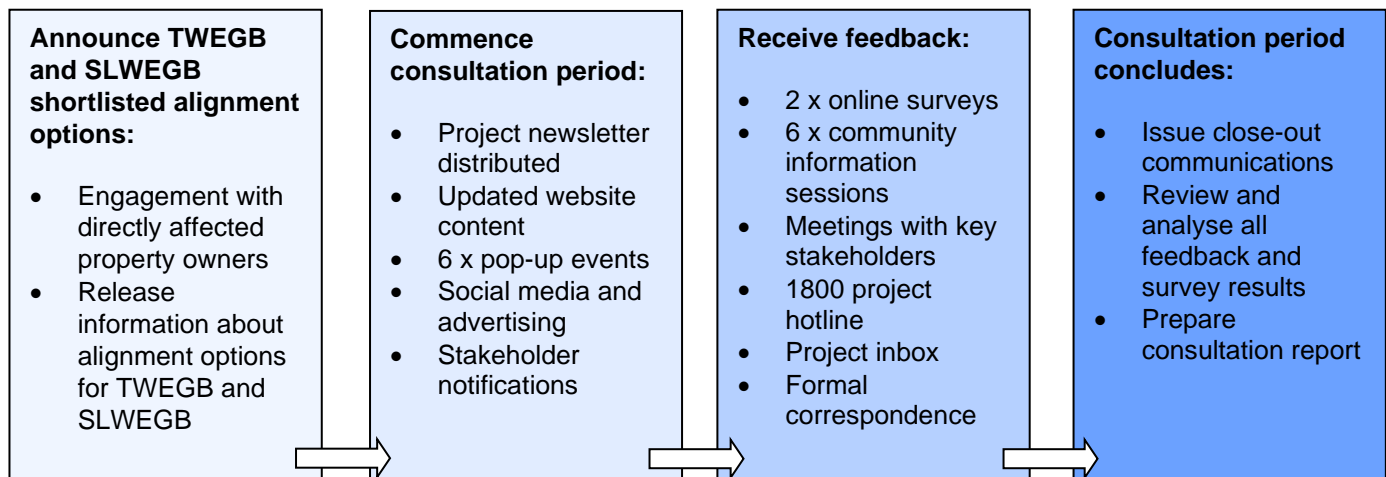


Figure 3 - Consultation process.

4.3 Timeframes

Community consultation on the proposed alignment options for the TWEGB and SLWEGB was initially advertised as a ten-week period from Monday 23 November 2020 to Friday 29 January 2021.

Following several requests from the community and key stakeholders for more time to provide feedback, on 14 December 2020, Council announced an extension of the consultation period until 31 March 2021. This allowed an additional two months for the community to provide their feedback.

Formal submissions and feedback received in the period shortly after the consultation period closed have also been included in this report.

The following table outlines the key milestones in the consultation program.

Activity	Date
Engagement with directly affected property owners commenced	18 November 2020
Consultation period commenced (online survey and new webpages go-live, media and advertising commenced)	23 November 2020
Project newsletter delivered to households in local project area and stakeholder notifications distributed	23 November 2020 – 27 November 2020
Email to GBP registered database distributed	24 November 2020
Community information sessions (6) and pop-up events (6) held across project area	23 November 2020 – 12 December 2020
Consultation period extended (media announcement, registered database email distributed and webpage updates go-live)	14 December 2020
Formal consultation period concluded (online survey closed)	31 March 2021

Table 4 - Key consultation program milestones.

5. Communication activities

5.1 Communication tools

This section outlines the communication activities undertaken to raise awareness of the TWEGB and SLWEGB consultation program and the opportunities for the community and stakeholders to provide feedback on the alignment options.

5.1.1 Print communications

The table below summarises the print communications distributed to local residents in the project area during the consultation period.

Activity	Description	Distribution channel/s
Directly affected property owner notifications	Notifications to property owners potentially directly affected by the TWEGB alignment options, requesting a meeting prior to the formal consultation period.	<ul style="list-style-type: none"> Letters followed up via phone and email
Project update newsletter November 2020	An A4 6-page full colour newsletter was distributed between 23 November to 27 November 2020. The newsletter provided information about the TWEGB and SLWEGB including project background, benefits and timings, details of each alignment option and how to provide feedback.	<ul style="list-style-type: none"> 34,834 households and businesses in West End, St Lucia, Toowong, Auchenflower, Milton, Taringa, Highgate Hill and Dutton Park Pop-up events and community information sessions Stakeholder briefings The Gabba Ward and Walter Taylor Ward Offices
Project flyer	A DL flyer was produced to promote the TWEGB and SLWEGB projects, raise awareness around the consultation period and encourage people to have their say.	<ul style="list-style-type: none"> Pop-up events and community information sessions
Living in Brisbane newsletter	Updates in the November 2020 and March 2021 editions highlighted community consultation opportunities for the TWEGB and SLWEGB.	<ul style="list-style-type: none"> Distributed to households across Brisbane Council website

Table 5 - Summary of print communications distributed during consultation period (November 2020 to March 2021).

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5.1.2 Digital communications

The table below summarises the digital communication tools used during the consultation period.

Activity	Description	Distribution channel/s
Council website	The TWEGB webpage was updated with project information including: <ul style="list-style-type: none"> project background and benefits alignment options map and fact sheet for each alignment option information session details and links to the online feedback survey project timeline media library with artist's impressions. 	<ul style="list-style-type: none"> Promoted via all communication channels
Online feedback survey	An online survey enabled the community to provide feedback on the proposed alignment options for the TWEGB. Respondents were asked to provide their overall level of support for each alignment option, indicate their preferred alignment option, and identify which green bridge elements are most important to them.	<ul style="list-style-type: none"> Promoted via all communication channels
Email update – launch of consultation program	An email update was sent on 24 November 2020 to the GBP subscriber database encouraging participation in the community consultation program. This email update also included other updates related to the KPGB and BCGB.	<ul style="list-style-type: none"> Distributed to approximately 2,700 subscribers
Email update – extension of consultation period	An additional email update was sent on 15 December 2020 to the GBP subscriber database to announce the consultation period had been extended until 31 March 2021 and to further encourage participation in the community consultation program.	<ul style="list-style-type: none"> Distributed to approximately 2,800 subscribers
CityCat advertising	A static advertisement was placed on digital screens on-board CityCat services to promote the consultation opportunities and encourage the community to provide their feedback.	<ul style="list-style-type: none"> CityCat digital screens
Social media	Council's existing social media channels (Facebook and Twitter) were used to promote community information sessions and encourage feedback. Content included indicative concept images of the TWEGB and SLWEGB.	<ul style="list-style-type: none"> Facebook Twitter
Key stakeholder notifications	To raise awareness of the consultation program and encourage participation, notifications were sent to around 50 key stakeholder groups or representatives.	<ul style="list-style-type: none"> Email
Briefing notes	Briefing notes were issued to The Gabba and Walter Taylor Ward Councillors.	<ul style="list-style-type: none"> Email
Internal Council channels	Community consultation opportunities for the TWEGB and SLWEGB were promoted on Council's internal communication channels, encouraging Council staff to have their say.	<ul style="list-style-type: none"> What's News Digital screens Council Intranet homepage Executive Manager updates

Table 6 - Summary of digital communication activities during consultation period (November 2020 to March 2021).

5.1.3 Consultation tools and collateral

The table below summarises the other communication tools used at events during the consultation period.

Activity	Description	Distribution channel/s
Fact sheets	<p>Fact sheets were developed for each TWEGB alignment option. Each fact sheet has detailed information on the alignment option including:</p> <ul style="list-style-type: none"> • an aerial map of the alignment and landing locations • summary of benefits, impacts and opportunities • elevated view of the bridge alignment • expected patronage figures. <p>Each fact sheet has been included in Appendix B.</p>	<ul style="list-style-type: none"> • Community information sessions • Stakeholder briefings • Council website
Consultation posters	<p>The following A1 posters were developed to provide information about the project:</p> <ul style="list-style-type: none"> • 3 x TWEGB alignment option fact sheets • 3 x TWEGB alignment option maps • 1 x map with all TWEGB alignment options • 1 x map with all TWEGB and SLWEGB alignment options • 1 x TWEGB and SLWEGB project overview. 	<ul style="list-style-type: none"> • Community information sessions • Stakeholder briefings • Council website
Pull-up banner	<p>A pull-up banner was produced for use at community and stakeholder events.</p>	<ul style="list-style-type: none"> • Community information sessions
A-frame signage	<p>A-frame signage encouraging people to have their say on the TWEGB and SLWEGB was produced for use at community consultation events.</p>	<ul style="list-style-type: none"> • Pop-up events • Community information sessions
Artist's impressions	<p>Indicative concept images of landings for the TWEGB and SLWEGB were released to assist the community in understanding the potential design of the landing locations.</p>	<ul style="list-style-type: none"> • Media • Council website • Social media • Consultation posters
Contact Centre scripting	<p>Updated scripting with information about the community information sessions and other channels available for residents to provide their feedback, was provided to Council's Contact Centre.</p>	<ul style="list-style-type: none"> • Contact Centre staff
Contact cards	<p>Business cards with project team contact details and the web address were utilised for distribution at engagement events and stakeholder briefings.</p>	<ul style="list-style-type: none"> • Community information sessions • Pop-up events • Stakeholder briefings

Table 7 - Summary of communication collateral and other tools used during consultation period (November 2020 to March 2021).

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5.2 Media and social media

5.2.1 Traditional media coverage

On 23 November 2020, the shortlisted alignment options were announced for the TWEGB and SLWEGB. The announcement invited the community to have their say by attending an upcoming community information session or completing the online feedback survey.

Following this announcement, there were 34 media clips mentioning the TWEGB and SLWEGB consultation during the consultation period as outlined in the table below.

Medium	No. of media clips	Reach
Online news	31	49.4M
Radio	3	82.2K
Total media clips: 34		Total media reach: 49.5M

Table 8 - Summary of media reach during consultation period (23 November 2020 to 31 March 2021).

5.2.2 Social media advertising

Council's existing social media channels were used throughout the consultation program to promote the community information sessions and online surveys, and to encourage residents and stakeholders to provide their feedback.

A total of three sponsored posts and two organic posts were made on Council's Facebook and Twitter accounts during the consultation period. Sponsored posts were geographically targeted to the Brisbane central region.

A summary of the performance of these posts is outlined in the table below:

Measure	Results
Total posts	5
Reach	138,419
Clicks (including clicks on photos)	2,886
Engagements	691

Table 9 - Summary of social media engagement (23 November 2020 to 31 March 2021).

5.2.3 Social media coverage

Key stakeholders, including elected representatives, advocacy and interest groups, media outlets and members of the local community raised awareness of the TWEGB and SLWEGB consultation period via social media. Approximately 200 posts on social media referenced information regarding consultation including:

- promotion of community information sessions
- sharing views on alignment options including benefits and impacts
- promotion of additional community events, petitions and online polls about the projects, led by others
- commentary encouraging people to complete online surveys.

A summary of posts with the highest reach is outlined below.

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Date	Outlet	Platform	Content summary	Reach
24 November 2020	Team Schrinner	Twitter	Lord Mayor Adrian Schrinner's Green Bridges Program is blazing Brisbane's path towards economic recovery.	6K
25 November 2021	Bicycle Queensland	Facebook	Council has released the next stage of consultation on the two proposed green bridges.	21K
24 November 2020	Lord Mayor Adrian Schrinner	Facebook	Brisbane's Green Bridge Program is powering ahead, creating local job and business opportunities while contributing to a more liveable city.	13K
24 November 2020	Brisbane Times	Facebook	Council has released several options for the locations of two new pedestrian bridges linking West End to Toowong and St Lucia for public consultation.	186K
18 December 2020	Cr Jonathan Sri, Councillor for The Gabba	Facebook	Commentary about modelling for alignment options and link to Council's website.	23K
7 February 2021	Courier Mail	Twitter	West End locals say Council's green bridge options are pitting residents against each other.	150K
6 March 2021	CBD BUG	Twitter	Council is running consultation on the preferred landings for the Toowong to West End and St Lucia to West End Green Bridges.	4K
18 March 2021	Queensland Greens	Facebook	The ABC site in Toowong has sold. Consolidated Properties Group is encouraging Council to land the green bridge at the site.	32K
18 March 2021	Michael Berkman MP – State Member for Maiwar	Facebook	The ABC site in Toowong has been sold to another developer. It's positive that the green bridge could still land on this site.	12K
31 March 2021	West End Community Association	Facebook	Last chance to have your say on green bridges from Toowong to West End and St Lucia to West End.	6K

Table 10 - Summary of social media posts with highest reach (November 2020 to March 2021).

5.2.4 Council website

The GBP webpages were updated on 23 November 2020 at the start of the consultation period. The TWEGB webpage was updated to include project background and benefits, alignment options map, fact sheet for each alignment option, information session details and links to the online feedback survey, project timeline and media library with artist's impressions. Throughout the consultation period, there were 9,875 unique page views on the TWEGB webpage, and a total of 42,683 unique page views across all GBP webpages.

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5.3 Reach of communication activities

The table below provides a summary of reach across all communication activities.

Communication activity	Reach
Targeted mailouts	34,834
Website	42,683
Flyers distributed at pop-up events	479
Email updates to distribution list	5,481
Social media	138,419
Key stakeholder notifications	50
Total number of people reached	221,946

Table 11 - Summary of reach of communication activities (23 November 2020 to 31 March 2021).

6. Stakeholder and community consultation activities

This section provides a summary of the formal stakeholder and community consultation activities undertaken during the consultation period for the TWEGB and the SLWEGB.

6.1 Summary of participation across all activities

A summary of participation across all formal consultation activities for the TWEGB during the consultation period is outlined below. This includes feedback and formal submissions received shortly after the consultation period closed.

Consultation activity	Participation and feedback
Online feedback survey – TWEGB	1856 completed responses
Community information session attendees – TWEGB and SLWEGB combined	565 attendees
Community information session feedback – TWEGB	222 feedback forms
Pop-up events – TWEGB and SLWEGB combined	479 flyers distributed
Stakeholder briefings and property owner meetings – TWEGB	16 briefings / meetings
Detailed written submissions – TWEGB	22 formal submissions
Calls to the project hotline – TWEGB (1800 318 166)	17 calls
Emails received to the project inbox with feedback – TWEGB GreenBridges@brisbane.qld.gov.au	97 feedback emails
Other correspondence received by the Lord Mayor and local Councillors – TWEGB	43 pieces of correspondence
Registrations for GBP email updates	204 registrations

Table 12 - Summary of participation across all consultation activities (November 2020 to April 2021).

6.2 Online feedback survey

An online survey enabled the community to provide feedback on the proposed alignment options for the TWEGB. Respondents were asked to provide their overall level of support for each alignment option, indicate their preferred alignment option, and identify which green bridge elements are most important to them. The survey was accessible via a link from Council's website and was promoted via the project newsletter, social media advertising, email notifications and other communication channels.

Council received a total of 1856 completed responses to the TWEGB survey. Refer to Section 8 for the detailed results from the online survey, along with demographics of survey respondents.

6.3 Community information sessions

During the consultation period, six community information sessions were held at local venues located near the proposed landing locations for the TWEGB and SLWEGB. Across all sessions there were 565 attendees and 222 feedback forms completed for the TWEGB.

Each session was staffed by members of the project team from a range of disciplines. Residents were able to drop into a session to provide their feedback and ask questions about the project. Information posters were displayed at each venue, along with large aerial maps showing each proposed alignment option for the TWEGB and SLWEGB.

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The sessions were promoted through the project newsletter, pop-up events, Council website and social media posts.

The table below provides details of the six community information sessions held during the consultation period:

Date	Time	Location	Total attendees	TWEGB feedback forms
28 November 2020	9am-12 noon	Toowong Library, Toowong	100	38
2 December 2020	4-7pm	Kurilpa Hall, West End	35	19
5 December 2020	6am-2pm	Davies Park Markets, West End	200	71
9 December 2020	4-7pm	St Lucia Bowls Club, St Lucia	70	21
10 December 2020	4-7pm	South Brisbane Sailing Club, West End	130	61
12 December 2020	9am-12 noon	Toowong Rowing Club, St Lucia	30	38
Total			565	222

Table 13 - Summary of community information sessions (November to December 2020).

6.4 Pop-up events

During the consultation period, six pop-up events for the TWEGB and SLWEGB were held at high-traffic locations in the project area. Across all pop-up events, 479 flyers were handed out. Each session was staffed by two members of the project team.

Team members handed out flyers to people passing by, encouraging them to attend a community information session or complete the online survey. An A-frame sign was displayed at each location.

Date	Time	Location	Flyers distributed
24 November 2020	7-9am	West End Ferry Terminal, West End	92
25 November 2020	4-6pm	Guyatt Park Ferry Terminal, St Lucia	73
26 November 2020	4-6pm	Regatta Ferry Terminal, Toowong	95
1 December 2020	4-6pm	West End Riverwalk (near Forbes Street)	53
3 December 2020	4-6pm	Toowong Village (Toowong Railway Station entrance)	90
8 December 2020	7-9am	Eleanor Schonell Bridge (Dutton Park landing)	76
Total			479

Table 14 - Summary of pop-up events (November to December 2020).

6.5 Key stakeholder meetings and briefings

6.5.1 Directly affected property owners

Prior to and during the consultation period, five individual meetings with directly affected property owners / lessees were held. These are outlined below.

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Date	Activity
16 November 2020	Meeting with previous owner of 600 Coronation Drive, Toowong – Sunland Group
19 November 2020	Meeting with current owner of 600 Coronation Drive, Toowong – Consolidated Properties Group
23 November 2020	Meeting with owner of 32 Archer Street, Toowong
26 November 2020	Meeting with representatives of the owner of 50 Archer Street, Toowong
3 December 2020	Meeting with representatives of South Brisbane Sailing Club
Total number of meetings: 5	

Table 15 - Directly affected property owner / lessee meetings (November 2020 to December 2020).

6.5.2 Other key stakeholders

During the consultation period, 11 individual meetings and briefings with other key stakeholders were held. These are outlined below.

Date	Activity
27 November 2020	Briefing to Cr Jonathan Sri, The Gabba Ward
30 November 2020	Meeting with representatives of Toowong Residents Group
1 December 2020	Meeting with representatives from Turrbal Association
3 December 2020	Meeting with representatives from South Brisbane Sailing Club
4 December 2020	Briefing to Cr James Mackay, Walter Taylor Ward
13 January 2021	Briefing to Amy MacMahon MP, State Member for South Brisbane
18 January 2021	Meeting with representatives from Rowing Queensland
24 February 2021	Additional briefing to Cr Jonathan Sri, The Gabba Ward
18 March 2021	Meeting with representatives from West End Traders Association
24 March 2021	Meeting with representatives from Riverpoint Apartments, West End
6 April 2021	Meeting with representatives from Benson House Body Corporate, Toowong
Total number of briefings: 11	

Table 16 - Key stakeholder meetings during the consultation period (November 2020 to April 2021).

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6.6 Formal submissions

During the consultation period, 22 formal written submissions in relation to the TWEGB were received from directly affected property owners / lessees, key stakeholder groups and elected representatives.

Stakeholder	Bridge / option	Date received
Kurilpa Futures – initial submission	TWEGB & SLWEGB	1 December 2020
South Brisbane Sailing Club – initial submission	TWEGB Option C	2 December 2020
Toowong Residents Group	TWEGB & SLWEGB	8 December 2020
Urban Frontiers Pty Ltd	TWEGB	27 January 2021
Brisbane CBD Bicycle User Group	TWEGB & SLWEGB	10 February 2021
RACQ	TWEGB & SLWEGB	26 March 2021
Bicycle Queensland	TWEGB & SLWEGB	26 March 2021
Kurilpa Futures – final submission	TWEGB & SLWEGB	27 March 2021
Benson House Body Corporate – initial submission	TWEGB	29 March 2021 and 14 April 2021
Cancer Council Queensland	TWEGB & SLWEGB	30 March 2021
Brisbane West Bicycle User Group	TWEGB & SLWEGB	30 March 2021
Space for Cycling Brisbane	TWEGB & SLWEGB	31 March 2021
Queensland Walks	TWEGB & SLWEGB	31 March 2021
Michael Berkman MP, State Member for Maiwar	TWEGB & SLWEGB	31 March 2021
Cr Jonathan Sri, The Gabba Ward and Amy MacMahon MP, State Member for South Brisbane – interim submission	TWEGB & SLWEGB	31 March 2021
South Brisbane Sailing Club – final submission	TWEGB & SLWEGB	31 March 2021
West End Community Association	TWEGB & SLWEGB	31 March 2021
Engineers Australia	TWEGB & SLWEGB	1 April 2021
Representatives from Rowing Queensland, South Brisbane Sailing Club, Sailing Australia and West End Canoe Club	TWEGB & SLWEGB	1 April 2021
Park IT Community Group	TWEGB & SLWEGB	1 April 2021
Brisbane Residents United	TWEGB & SLWEGB	1 April 2021
Benson House Body Corporate – final submission	TWEGB	14 April 2021
Total number of submissions: 22		

Table 17 - Summary of submissions received (November 2020 to April 2021).

6.7 Other correspondence

During the consultation period, an additional 157 pieces of feedback regarding the TWEGB were received via the Lord Mayor, Chair of Public and Active Transport, local Ward offices, and the dedicated GBP inbox and hotline.

Feedback channel	Pieces of feedback
Correspondence to Lord Mayor, Chair of Public and Active Transport and other Councillors	43
Emails to GBP inbox	97
Calls to GBP hotline	17
Total pieces of other correspondence	157

Table 18 - Summary of other correspondence received (November 2020 to April 2021).

6.8 Other consultation activities

Separate to Council's formal consultation program, a number of other activities were undertaken during the consultation period by elected representatives, interest groups and local residents.

6.8.1 Meetings and forums

Events held by community members and elected representatives to discuss the TWEGB and SLWEGB and seek independent feedback from residents are outlined in the table below.

Date	Activity	Location
30 January 2021	Community meeting led by Cr Jonathan Sri and Amy MacMahon MP to discuss the topic of acquiring private land for new public infrastructure including the TWEGB and SLWEGB.	Davies Park Markets, West End
27 February 2021	Public forum led by Cr Jonathan Sri, Amy MacMahon MP and Michael Berkman MP regarding alignment options for the TWEGB and SLWEGB.	King George Square, Brisbane City
10 March 2021	Public meeting held by West End Community Association to discuss TWEGB alignment options and seek community feedback.	Orleigh Park near Forbes Street
29 March 2021	Public meeting led by residents from Riverpoint Apartments, West End, and Amy MacMahon MP regarding alignment options for the TWEGB.	Riverpoint Apartments, West End

Table 19 - Summary of community led meetings and forums (November 2020 to March 2021).

6.8.2 Online poll

Local elected representatives hosted an online poll separate to Council's consultation program to seek feedback from the community on the TWEGB and SLWEGB. This poll is summarised in the table below.

Timing	Organiser	Poll description
Commenced 12 February 2021 and closed 12 April 2021 (estimated)	Cr Jonathan Sri, The Gabba Ward	Online community voting poll promoted by Councillor Jonathan Sri, Amy MacMahon MP and Michael Berkman MP via Facebook with preferential voting on the topics below: <ul style="list-style-type: none"> • Need for both TWEGB and SLWEGB • TWEGB preferred bridge locations or preference for no bridge • SLWEGB preferred bridge locations or preference for no bridge

Table 20 - Summary of poll undertaken (February 2020 to April 2021).

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7. Summary of feedback

7.1 Analysis of key feedback themes

Throughout the consultation period, Council received a number of general comments and questions about the TWEGB relating to a range of issues, including project benefits, timeframes and priority, the consultation process and suggestions for further investigations. In addition, Council received detailed feedback on each proposed alignment, including the benefits and impacts of each landing location, and their connectivity to the ongoing transport network. The feedback was received at community information sessions and stakeholder briefings, via the online survey, and via correspondence to the project inbox, project hotline, Lord Mayor and Councillors.

A review of the feedback received across all activities during the consultation period was undertaken by the project team. Overall, feedback from residents, businesses and other stakeholders on the TWEGB included:

- very strong positive support for Option A (600 Coronation Drive to Orleigh Park near Forbes Street), with 83% of online survey respondents completely or somewhat supportive of this alignment
- some support for Option B (Archer Street mid-block to Orleigh Park near Drury Street), with 40% of online survey respondents completely or somewhat supportive of this alignment
- limited support for Option C (Archer Street near Glen Road to Orleigh Park near Drury Street), with 27% of online survey respondents completely or somewhat supportive of this alignment
- many requests for Council to deliver new green space at 600 Coronation Drive as part of the TWEGB
- interest in the timing for delivery of the TWEGB, with many people seeing this green bridge as a priority
- some concerns from local residents and property owners adjacent to landing locations of various options about impacts on views and amenity, increased noise and traffic, parking on local streets and safety of bridge and road users
- requests from river users to minimise impacts of the TWEGB on sailing, rowing and paddling club operations and activities.

Residents and key stakeholders also raised a number of issues for further consideration by Council during future stages of the project, including the need for additional improvements to ongoing active transport connections, management of impacts on local residents and businesses, and the need for more information about specific elements of the project including cost, benefits, timeframes and design.

The tables below provide a summary of the key themes that emerged during this review. A summary of Council's response to key feedback themes that emerged during the consultation program is included in Section 9.

7.1.1 Overarching feedback on the TWEGB

Feedback theme	Summary
Overall support	<p>Feedback indicated strong support for the TWEGB, with many people stating the bridge would:</p> <ul style="list-style-type: none">• improve access to Toowong railway station and Toowong Village, as well as health, education and recreation services in the western suburbs for people in West End and Highgate Hill• open up easier access to West End and South Brisbane for Toowong and western suburbs residents• provide more opportunities for safe walking and cycling, and accessing existing pathways, green spaces and the river loop

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Feedback theme	Summary
	<ul style="list-style-type: none"> cater for growing demand from e-scooters and e-bikes help address population growth and traffic congestion in both West End and Toowong.
Project timing and priority	<p>Many people identified a clear preference for the TWEGB to be delivered as a priority, and for it be built as soon as possible, with some believing new infrastructure in the local area is long overdue.</p> <p>There was also general interest in the timing for construction of the TWEGB and when a decision would be made about a final alignment.</p>
Requests to minimise any impacts on local residents / businesses and the environment	<p>Many local residents identified issues they would like Council to consider through the development of the TWEGB. These included:</p> <ul style="list-style-type: none"> providing new riverfront green space in Toowong to mitigate potential impacts to existing green space protecting the existing character of Orleigh Park minimising noise and light pollution managing congestion and parking impacts on local streets maintaining safe access to driveways and building entries, particularly on Archer Street protecting cultural heritage sites, particularly Cranbrook Place managing any impacts on the security and safety of local residents and existing park users some local residents raised concerns regarding the bridge contributing to increased crime statistics in the area. These concerns included: <ul style="list-style-type: none"> Toowong has experienced increases in crime during 2020 concerns the green bridge will contribute to further increases in crime crime prevention measures including CCTV and lighting on the bridge and approaches will need to be implemented. some people also raised concerns about the potential impact of the TWEGB on property prices and land values.
Impacts on river users	<p>Existing river users, including sailing and rowing clubs, identified the need to consider the following issues:</p> <ul style="list-style-type: none"> safety of rowers, sailors and canoeists, including the placement of pylons to avoid impacting navigation channels need to consider impacts of all alignment options on the operations of the South Brisbane Sailing Club, and local rowing clubs impacts on clubhouse and pontoon facilities requests for the height of the bridge to cater for all existing river users.
Design elements	<p>Some people provided design suggestions for Council to consider during future stages of project planning. These included:</p> <ul style="list-style-type: none"> shade and landscaping across the bridge and approaches minimal use of concrete / hard surfaces at landings safety measures to manage the speed of cyclists / scooters, particularly on bridge approaches in Archer Street and Riverside Drive, including speed limits and physical separation avoid the use of pylons to minimise impacts on river users, flooding and existing vegetation bridge design should reflect the existing character of the local area

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Feedback theme	Summary
	<ul style="list-style-type: none"> • measures to accommodate users with mobility issues including path width to accommodate mobility scooters, pick up and set down zones at bridge landings, and accessible toilets and signage • suggestions for a simple, unobtrusive, minimalist design and consistency with other new bridges • suggestion to use bridge abutments for rowing and sailing club uses • suggestion for Council to consider composite carbon fibre materials for the bridge construction.
Project need	<p>Some people were not supportive of the TWEGB and do not believe a new green bridge is needed. Specific concerns included:</p> <ul style="list-style-type: none"> • insufficient demand for improved walking / cycling access between Toowong and West End • residents in both areas already have sufficient access to shops, services and public transport • the bridge will increase congestion in existing quiet residential areas, and cause noise and safety issues for local residents • demand for the green bridge does not justify compulsory acquisition of private property or impacts to green space.
Suggestions for other projects	<p>Some people would prefer Council invest in other projects in the local area instead of the TWEGB. Suggestions included:</p> <ul style="list-style-type: none"> • improved ferry services and infrastructure, including: <ul style="list-style-type: none"> ○ a new ferry terminal at Victoria Street, West End that can accommodate CityCat services ○ cross-river (KittyCat) ferry services between West End and the Regatta ferry terminal ○ use of the existing West End River Access Hub for ferry services • a bridge that can accommodate general vehicle traffic or buses • a bridge on an alignment from Jane Street / Davies Park in West End to the Wesley Hospital, Auchenflower or Park Road, Milton • investment in addressing existing traffic issues e.g. upgrades to Montague Road or cycle connections between Toowong and St Lucia • upgrades to CityGlider bus services, including larger vehicles and more frequent services.
Consultation process	<p>Some people provided feedback on the timing and nature of the consultation process. Specific concerns included:</p> <ul style="list-style-type: none"> • requests for an extended consultation period, to allow more time for people to provide feedback • request for additional information to be made available to inform people's feedback and understanding of the project • concerns about the uncertainty and stress caused by potential need for compulsory acquisition of private property • concerns the online survey did not provide a 'no bridge' option and had insufficient space for comments • requests for additional or alternative consultation activities, such as public forums or workshops, that allowed residents to hear each other's views.
Need for more information /	<p>Some people requested more detailed information or for investigations to be completed in order to adequately provide feedback. These included:</p>

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Feedback theme	Summary
further investigations	<ul style="list-style-type: none">• undertake and publish a detailed business case and economic / transport modelling before confirming an alignment• demonstrate how the findings of the Queensland Government's <i>South Brisbane Transport and Mobility Study</i> are being implemented• provide data about the costs and difference between alignment options and other solutions (e.g. additional ferry services or new ferry terminal)• provide data about the existing transport network, including patronage of existing river crossings• provide information about the traffic modelling methodology, and the underlying assumptions used• undertake detailed traffic studies to determine the increased pedestrians and cyclists on local streets, and what upgrades would be required (e.g. new crossings, cycling paths)• publish the alignment studies and assessments which informed the shortlisted alignment options• provide concept designs or landing layouts to outline the impacts of each alignment option on existing property, vegetation, green space and views.• request for a traffic management / transport plan for Toowong to coordinate new developments and infrastructure.

Table 21 - Analysis of overarching feedback received for the TWEGB.

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7.1.2 Feedback on Option A (600 Coronation Drive to Orleigh Park, near Forbes Street)

Feedback theme	Summary
Overall feedback on alignment	<p>Overall, the majority of feedback indicated very strong support for Option A. Feedback included:</p> <ul style="list-style-type: none"> • provides an opportunity for new green space at 600 Coronation Drive • provides a gentle bridge grade that would make the bridge accessible for pedestrians, cyclists and people with mobility issues, and doesn't require ramping • connects two high-density areas with better amenity at each landing point compared to Option B and C • does not impact existing character homes on Archer Street • provides good connectivity to public transport at both landing points • would attract considerable usage from pedestrians and cyclists based on the expected patronage. <p>Some local residents were not supportive of this alignment and raised specific concerns about:</p> <ul style="list-style-type: none"> • impacts on existing views and character of the river • impacts to parking on local streets and how these would be managed • potential loss of green space at Orleigh Park, and suggestions for this to be offset with new green space at the Toowong landing • potential noise and amenity impacts from increased numbers of cyclists and pedestrians in the local area. <p>Some specific concerns were raised by river users regarding:</p> <ul style="list-style-type: none"> • safety of all river users, including the placement of pylons to avoid navigation channels • pylons in the river and the associated flooding impacts.
Feedback on Toowong landing (600 Coronation Drive)	<p>Many people provided support for a bridge landing at 600 Coronation Drive. Feedback included:</p> <ul style="list-style-type: none"> • using existing vacant land for the bridge landing would avoid impacts on residential properties and provide opportunity for new green space • suggestions for Council to acquire the entire site at 600 Coronation Drive for parkland, public swimming pool or commercial opportunities (e.g. food and drink outlet, car parking) • the landing location provides good connectivity to Toowong Village, public transport options and the Bicentennial Bikeway. <p>In addition, some concerns were raised by local residents, including:</p> <ul style="list-style-type: none"> • light, noise, traffic, privacy and security impacts for residents on Archer Street • safety of cyclists and pedestrians connecting to Coronation Drive • the need for additional investigations to ensure safe and comfortable ongoing connections. <p>There was also some general interest in:</p> <ul style="list-style-type: none"> • whether Council had investigated a bridge landing near the Regatta ferry terminal • whether Council has considered using 22 Archer Street (apartment building with storm damage) for the bridge landing • provisions for walking and cycling paths connecting to the Bicentennial Bikeway through any future development of 600 Coronation Drive.
Feedback on West End	<p>Many people supported the bridge landing at Orleigh Park near Forbes Street due to:</p> <ul style="list-style-type: none"> • good connectivity to Riverside Drive cycling and walking paths

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Feedback theme	Summary
landing (Orleigh Park near Forbes Street)	<ul style="list-style-type: none"> • less impact on South Brisbane Sailing Club compared to Options B and C • minimises impacts to cultural or Indigenous heritage sites, including Cranbrook Place • landing the bridge in a park improves the amenity for residents on both sides of the river. <p>Feedback was provided on the potential impacts at this landing, including:</p> <ul style="list-style-type: none"> • concerns from residents at Riverpoint Apartments regarding impacts to views and amenity, as well as privacy / security and requirements for residents to undertake 'passive surveillance' of bridge users • safety for cyclists when connecting to narrow, busy local streets (e.g. Forbes Street) • increased traffic and loss of parking for local residents in West End • potential loss of green space and vegetation in Orleigh Park including the removal of mature trees (poincianas and jacarandas) • impacts to the environment surrounding Cranbrook Place • concerns from local residents regarding impacts to privacy, security and safety at night as a result of connecting licensed venues such as the Regatta Hotel to quiet residential areas. <p>Some people provided suggestions for alternative landing locations for Option A, to reduce impacts on local residents or better connect to existing infrastructure. These included:</p> <ul style="list-style-type: none"> • near Ferry Road, due to this being a wider road for cyclist and pedestrian traffic • upstream of Brisbane and GPS Rowing Club (near Option B landing). <p>There was also a suggestion to close access to Drury and / or Forbes Streets from Hill End Terrace to prevent conflicts between cyclists and vehicles.</p> <p>Many people provided feedback about the need to ensure the bridge landing is well connected to existing and upgraded bikeways and footpaths. Suggestions included:</p> <ul style="list-style-type: none"> • upgraded connections for pedestrians and cyclists to Montague Road and Vulture Street • wayfinding solutions to ensure landing is well integrated with the Riverside Drive bikeway.

Table 22 - Analysis of feedback received for TWEGB Option A.

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7.1.3 Feedback on Option B (Archer Street mid-block to Orleigh Park)

Feedback theme	Summary
<p>Overall feedback on alignment</p>	<p>Overall, there was some general support for Option B, however the majority of feedback was not supportive of this alignment. Feedback in support of this alignment included:</p> <ul style="list-style-type: none"> • provides good connectivity to active transport at both landing points • direct connectivity to Coronation Drive pedestrian overpass • delivers safe landing locations for cyclists and pedestrians • would attract the highest patronage from pedestrians and cyclists based on the modelling. <p>Concerns raised about this alignment included:</p> <ul style="list-style-type: none"> • significant impacts to private properties and existing character of Archer Street • narrow landing locations which could be unsafe for cyclists, pedestrians and people with limited mobility • steeper bridge grade compared to Option A • impacts of additional pedestrian and cyclist traffic on amenity in quiet residential areas. <p>Some concerns about Option B were raised by river users regarding pylons in the river and the safety of rowers, sailors and canoeists, particularly children.</p>
<p>Feedback on Toowong landing (Archer Street mid-block)</p>	<p>Some people were supportive of this landing location due to the direct connectivity from Archer Street to the Toowong Centre and Toowong Village via the Coronation Drive pedestrian overpass.</p> <p>Some concerns were raised regarding cyclist / pedestrian connections from the bridge landing to Archer Street and the Coronation Drive pedestrian overpass. Feedback included:</p> <ul style="list-style-type: none"> • concerns the landing would increase traffic in an already busy street • Archer Street is too narrow to accommodate a bridge landing at this location and it would result in traffic and safety impacts for pedestrians, cyclists and motorists • suggestion to widen Archer Street to provide more space for pedestrians and cyclists • suggestion to integrate traffic calming solutions at the landing point to prevent collision between cyclists • suggestion to upgrade the Coronation Drive overpass to provide more space for pedestrians and cyclists. <p>Some local residents raised concerns regarding impacts to the streetscape and amenity at this location including:</p> <ul style="list-style-type: none"> • light spill (from lighting and reflective surfaces) • noise • additional vehicles parking in local streets • security / public safety issues with suggestions for additional crime prevention measures. <p>Some concerns were raised regarding impacts to character houses and property owners in Archer Street. Feedback included:</p> <ul style="list-style-type: none"> • concerns around potentially affected private properties on Archer Street, including heritage / character properties • opposition to compulsory acquisition of private property for a green bridge • concerns the value of adjacent properties to the bridge landing will be significantly impacted

Feedback theme	Summary
	<ul style="list-style-type: none"> concerns regarding uncertainty and financial hardship of property owners in the future.
Feedback on West End landing (Orleigh Park near Drury Street)	<p>Some people provided support for this landing location compared to other options. Feedback included:</p> <ul style="list-style-type: none"> provides direct access to Riverside Drive cycling and walking paths minimises impacts to Cranbrook Place provides a slightly safer intersection than other options as it is mid-block with fewer distractions for bridge users. <p>There was mixed feedback regarding the potential bridge ramp. While some people recognised it would help minimise impacts to Orleigh Park, other people believe it would reduce accessibility and provide an indirect connection for cyclists.</p> <p>Some concerns were raised about the potential loss of green space and vegetation in Orleigh Park including the existing dog park and recent improvements to West End Riverside Parkland.</p> <p>Additional feedback included:</p> <ul style="list-style-type: none"> concerns raised by the South Brisbane Sailing Club regarding the proximity of the landing to the club and the potential for the bridge to become a hazard in the river suggestion to redirect existing bus routes (e.g. 192, CityGlider) to service this landing location via Riverside Drive and Forbes / Drury streets some people provided suggestions for alternative landing locations in West End, to reduce impacts on Orleigh Park, local residents, improve safety for cyclists or better connect to existing infrastructure. These included: <ul style="list-style-type: none"> connect upstream of Brisbane and GPS Rowing Club and Cranbrook Place on Hill End Terrace connect directly to Hill End Terrace at West End, without landing in Orleigh Park connect directly to Drury Street at West End, without landing in Orleigh Park Orleigh Park near Forbes Street (landing location for Option A)

Table 23 – Analysis of feedback received for TWEGB Option B.

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7.1.4 Feedback on Option C (Archer Street near Glen Road to Orleigh Park)

Feedback theme	Summary
<p>Overall feedback on alignment</p>	<p>Overall, there was very limited support for Option C. Many people were opposed to this alignment due to:</p> <ul style="list-style-type: none"> • potential impacts on operation of the South Brisbane Sailing Club, and club facilities • significant visual and amenity impacts with concerns from local residents regarding privacy, safety and property values • less direct connectivity to existing walking and cycling paths, and ferry / bus services compared to other options • would have a steep bridge grade, meaning the bridge would be less accessible than other options • highly constrained landings locations, which may cause increased traffic congestion and safety issues for cyclists and pedestrians • limited options for open accessible areas at each landing • would require compulsory acquisition of private property on Archer Street which has an existing development approval for multi-unit dwelling. <p>There was some support for this option because it:</p> <ul style="list-style-type: none"> • offers good connectivity to high-frequency bus services in Toowong • closest alignment to the proposed SLWEGB alignment options • would attract high demand from pedestrians and cyclists based on the expected patronage • would not require demolition of an existing character home on Archer Street.
<p>Feedback on Toowong landing (Archer Street near Glen Road)</p>	<p>A large majority of people were opposed to this landing location. Feedback included:</p> <ul style="list-style-type: none"> • this section of Archer Street is narrow and congested, and is not suitable to cater for large numbers of pedestrian and cyclist movements • local residents are concerned there will be limited visibility for motorists of bike traffic exiting the bridge onto Archer Street • blind corners may cause safety issues for vehicles, cyclists and pedestrians in this area • this section of Archer Street and Glen Road is difficult and unsafe for pedestrians to cross. <p>Many local residents are opposed to the impact on private property in Toowong. Concerns included:</p> <ul style="list-style-type: none"> • local residents' views and the amenity of Archer Street will be significantly impacted • impact to driveway access for some Archer Street residents. <p>There was also concerns the road condition of Archer Street requires improvements to accommodate this landing and a suggestion for an alignment to connect directly to Glen Road.</p>

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Feedback theme	Summary
Feedback on West End landing (Orleigh Park near Drury Street)	<p>Many river users, particularly from the South Brisbane Sailing Club, were opposed to this landing location. Feedback included:</p> <ul style="list-style-type: none">• the placement of pylons could lead to significant flooding impacts• the landing will create dangerous corners and blind spots for all river users• the landing location in Orleigh Park, near Drury Street, will impact on the South Brisbane Sailing Club's clubhouse and launching facility• it is important that river activities are well considered. <p>Other concerns regarding this landing included:</p> <ul style="list-style-type: none">• impacts to established trees, including Jacaranda trees, in Orleigh Park• Drury Street is too residential, narrow and congested to cater for additional cyclist and pedestrian traffic.

Table 24 – Analysis of feedback received for TWEGB Option C.

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7.2 Formal submissions

Through the consultation period, Council received a total of 22 formal submissions on the TWEGB, some of which also included feedback on the SLWEGB. This included submissions from directly affected property owners / lessees, elected representatives. Adjacent property owners, advocacy groups, and industry bodies. Submissions received have been summarised and outlined in the table below.

Date received	Summary of submission
1 December 2020	<p>Kurilpa Futures – initial submission</p> <ul style="list-style-type: none"> • Request for more time for consultation period and more information to be made available (e.g. modelling, design, property impacts, vegetation impacts) • Request for Council to demonstrate how the Queensland Government’s <i>South Brisbane Transport and Mobility Study</i> will be implemented • Requests for: <ul style="list-style-type: none"> ○ no adverse impacts to communities on either side of river ○ no net loss of public green space ○ no compulsory acquisition of residential properties ○ inclusion of active transport network as part of green bridge design ○ protection for Cranbrook Place.
2 December 2020	<p>South Brisbane Sailing Club – initial submission</p> <ul style="list-style-type: none"> • Concerns the TWEGB Option C fact sheet incorrectly outlined impacts to South Brisbane Sailing Club • Survey of members indicated high level of concern about Option C and impacts on club operation and viability, particularly learn to sail and racing activities • Concerns about impact of any pylons in the river on sailing activities • Concerns about access to boat ramp and air height required and suggestion for potential new ramp • Concerns about impacts on parking and suggestion for dedicated or managed parking arrangements • Safety impacts of submerged pylons and conflicts between powered vessels and sailing craft • Potential for increased flood risk and impacts on clubhouse • Concerns about potential impacts to cultural and built heritage of clubhouse.
8 December 2020	<p>Toowong Residents Group</p> <ul style="list-style-type: none"> • Request to demonstrate benefits of the TWEGB for Toowong residents and outline need for project • Request for consideration of safety measures including CCTV at the TWEGB landing locations • Interest in how conflicts between road and bridge users will be managed in Archer Street and Glen Road • Request for Council to engage with purchaser of 600 Coronation Drive to investigate optimal bridge and alignment and cycle connectivity to Bicentennial Bikeway • Request to investigate direct movement of pedestrians and cyclists to Toowong Centre via Coronation Drive rather than Archer Street overpass • Concerns about impacts of the TWEGB Options B and C on resident privacy and character homes on Archer Street • Concerns about impacts of Option C on driveway and vehicle access to 48 Archer Street

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Date received	Summary of submission
	<ul style="list-style-type: none"> Noted some community opposition to the SLWEGB Option A and that Options B and C do not seem well connected to active transport network.
27 January 2021	<p>Urban Frontiers Pty Ltd</p> <ul style="list-style-type: none"> Multi-criteria assessment of the TWEGB alignment options from a planning and urban design perspective Preference for the TWEGB Option B and suggests alternative proposal for Option B to reduce bridge construction works and cost and provide direct access to Toowong Centre. Suggests urban design and development proposals for Toowong from Regatta ferry terminal to Kayes Rocks Suggests proposals to reroute bus services to enhance connectivity and patronage of bridge Proposes investigation of a single span composite carbon polymer fibre bridge to reduce lifecycle costs.
10 February 2021	<p>Brisbane CBD Bicycle User Group</p> <ul style="list-style-type: none"> Feedback specific to the TWEGB including: <ul style="list-style-type: none"> support for Option A due to gentle bridge grade and direct connections recognition of the benefits of Option B Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> Support for Option A (strongly), Option C and then Option B in order of preference Option A provides best outcomes for walking and cycling and enables the 'two bridge' connection from Toowong to UQ potential for increased cyclist conflict, loss of green space and commuter cyclist traffic should be addressed through design process some concern regarding the likely impacts to Guyatt Park suggestion for Council to further investigate a landing at Laurence Street, St Lucia to avoid park impacts Option B is the least attractive as it is not well connected Option C is somewhat connected but has challenging grades.
26 March 2021	<p>RACQ</p> <ul style="list-style-type: none"> Feedback specific to the TWEGB including: <ul style="list-style-type: none"> Option A and B provide the most optimal active transport connections Option B is most preferred option due to making the best use of the Coronation Drive pedestrian overpass to connect to active transport if Option A has a high cost benefit ratio and significant lower gradient, it may become the most preferred option Option A and C may be more challenging to efficiently move high volumes of people to and from the Toowong railway station suggestion for an alternate alignment from Land Street, Toowong to Riverside Drive, near Victoria Street that caters to all modes of transport strong recommendation for active transport connection improvements to the Archer Street landing zone to mitigate safety risks and accommodate cyclists concerns regarding potential increase in fatal or serious injuries and crashes for cyclists, if a new bridge connection increases active transport and cyclist volumes along Archer Street Feedback specific to the SLWEGB including:

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Date received	Summary of submission
	<ul style="list-style-type: none"> ○ preference for Option A as it has high-quality connections to existing active and public transport, and would maximise user amenity ○ concerns regarding poor connectivity and safety risks associated with Option B and C.
26 March 2021	<p>Bicycle Queensland</p> <ul style="list-style-type: none"> ● Feedback specific to the TWEGB including: <ul style="list-style-type: none"> ○ support for both Option A and B ○ Option A is preferred and provides the best outcome for cycling and e-mobility and connects well to the Bicentennial Bikeway and Riverside Drive bikeway ○ support for new green space at Toowong landing ○ Option B is the second preference and seems to have slightly better pedestrian links ○ concerns regarding ramp connection in West End for Option B and C ● Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ Option C is preferred due to this alignment having the best connectivity to UQ ○ support for Option A due to this alignment being closest to the TWEGB alignment ○ not supportive of Option B as it requires resumptions for no greater purpose and does not improve connections into the suburbs or UQ.
27 March 2021	<p>Kurilpa Futures – final submission</p> <ul style="list-style-type: none"> ● Concerns regarding the consultation process including: <ul style="list-style-type: none"> ○ lack of information regarding costs and benefits of bridge alternatives ○ online survey did not provide a ‘no bridge’ option ● Interest in why the TWEGB and SLWEGB were being prioritised instead of other affordable and effective active transport initiatives outlined in the Queensland Government’s <i>South Brisbane Transport and Mobility Study</i> ● Concerns regarding the credibility of the Brisbane Strategic Transport model used to estimate expected daily trip numbers for each bridge alignment option ● Least objection to the TWEGB Option A as it provides access to the Toowong railway station and Riverside Drive infrastructure, with fewer impacts on important trees ● Not supportive of any options for the SLWEGB and request for Council to demonstrate how the findings of the Queensland Government’s <i>South Brisbane Transport and Mobility Study</i> will be implemented ● Recommendation for a staged approach for the GBP to ensure lessons learnt from the KPGB can inform future bridges ● Additional concerns regarding impact on communities, net loss of green space and trees, compulsory acquisitions and impacts on Cranbrook Place.
29 March 2021	<p>Benson House Body Corporate – initial submission</p> <ul style="list-style-type: none"> ● Request to be engaged in consultation process to represent building lot owners ● Concerns regarding impacts on Archer Street as a result of the TWEGB including: <ul style="list-style-type: none"> ○ property access for building tenants and visitors ○ changes to street parking ○ potential for new bikeway and safety issues related to driveway access.
30 March 2021	<p>Cancer Council Queensland</p> <ul style="list-style-type: none"> ● Strong support for increased shade provision across the TWEGB and SLWEGB to create more comfortable, usable and health protective environments.

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Date received	Summary of submission
30 March 2021	<p>Brisbane West Bicycle User Group</p> <ul style="list-style-type: none"> • Strong support for the benefits associated with delivering both the TWEGB and SLWEGB • Feedback specific to TWEGB including: <ul style="list-style-type: none"> ○ support for Option A due to strong connectivity to cycling infrastructure on both sides of the river and opportunity for new parkland at Toowong landing ○ request to protect infrastructure on Sylvan Road, Toowong to connect the Western Freeway Bikeway and the Bicentennial Bikeway ○ recommendation for an improved cycling connection between Toowong and UQ dependent on the outcome of the SLWEGB • Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ preference for Option A due to the connectivity if delivered with TWEGB Option A ○ suggestion to move Option A landing in St Lucia to the eastern side of the Guyatt Park ferry terminal to minimise park impacts and reduce cycle traffic.
31 March 2021	<p>Space for Cycling Brisbane</p> <ul style="list-style-type: none"> • Maximum value for cycling will be achieved if the TWEGB and SLWEGB are delivered in combination • Feedback specific to the TWEGB including: <ul style="list-style-type: none"> ○ support for Option A due to having the lowest profile and best connection from the Bicentennial Bikeway ○ requests for Council to minimise impact on established trees in Orleigh Park, preserve Cranbrook Place, minimise the bridge landing footprint and activate space under the bridge to create quality public space • Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ support for the SLWEGB if delivered with the TWEGB ○ support for Option A due to connectivity and no requirement for property resumption ○ suggestion to move Option A landing in St Lucia to the eastern side of the Guyatt Park ferry terminal to minimise park impacts and reduce cycle traffic, or Laurence Street ○ some support for Option B and no support for Option C.
31 March 2021	<p>Queensland Walks</p> <ul style="list-style-type: none"> • Support for the TWEGB and SLWEGB with recommendations including: <ul style="list-style-type: none"> ○ an alignment decision should be made primarily on the functional importance of the bridge ○ the bridges should provide a direct route for pedestrians and improve walkability ○ the bridges should connect well with existing public transport ○ the bridges should provide shade, weather protection and amenities ○ a safety review of all relevant road networks should be undertaken.
31 March 2021	<p>Michael Berkman MP, State Member for Maiwar</p> <ul style="list-style-type: none"> • Request for more information to be provided including: <ul style="list-style-type: none"> ○ the alignment studies and assessments which informed the shortlisted alignment options ○ information about the traffic modelling methodology, and the underlying assumptions used • Concerns regarding the accuracy of Council's online survey results and lack of a 'no bridge' option

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Date received	Summary of submission
	<ul style="list-style-type: none"> • Concerns regarding limited interaction with Council staff during consultation period • Feedback specific to the TWEGB including: <ul style="list-style-type: none"> ○ supportive of Option A and cites support from local residents ○ support for new public parkland at 600 Coronation Drive and suggestion for Council to acquire the entire site for the bridge landing, parkland, community facilities and a public pool ○ green bridge should be an opportunity to create new public space rather than just a transport connection ○ suggestions for public and active transport improvements including: <ul style="list-style-type: none"> ▪ 'turn up and go' bus service at each landing ▪ safe, separated bike lanes on Sylvan Road, Toowong ○ some concerns regarding impacts on river users, local residents, views and amenity as a result of the West End landing locations • Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ initial results from online poll run by Cr Jonathan Sri indicate significant support from the community for Option A, however not prepared to support the SLWEGB until Cr Sri's online poll was finalised in mid-April 2020 ○ concerns regarding demand for the SLWEGB and impacts on public green space, views and amenity at Guyatt Park ○ suggestion for Council to acquire additional land around Guyatt Park to ensure the bridge doesn't reduce amenity and size ○ interest in why other alignment options outlined in feasibility studies with less impacts to parkland were not put forward as an option by Council ○ suggestion for Council to consider a green bridge landing at Laurence Street, St Lucia ○ suggestions for public and active transport improvements including: <ul style="list-style-type: none"> ▪ improved connections to UQ ▪ safety improvements and bike lanes on Sir Fred Schonell Drive ▪ upgrades to the Macquarie Street corridor • Request projects be delivered as a priority, and built as soon as possible, believing new infrastructure in these areas is long overdue.
31 March 2021	<p>Cr Jonathan Sri, The Gabba Ward and Amy MacMahon MP, State Member for South Brisbane (joint submission)</p> <ul style="list-style-type: none"> • Feedback regarding the consultation and decision-making process including: <ul style="list-style-type: none"> ○ concerns the online survey did not provide a 'no bridge' option and has insufficient space for comments ○ concerns with the option-based consultation approach ○ further time and more detailed information were required to be able to provide meaningful and informed feedback ○ requests for additional or alternative consultation activities, such as public forums or workshops, that reach a broader community and allow residents to hear each other's views • Feedback regarding impacts to green space including: <ul style="list-style-type: none"> ○ not supportive of a standard 'offset planting' approach and recommend established native trees not be removed ○ concerns about potential loss of green space and suggestions to offset with new green space

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Date received	Summary of submission
	<ul style="list-style-type: none"> ○ full cost of offsetting lost green space must be factored into cost-benefit analysis of the green bridges ○ suggestion for low impact bridge landings and minimal use of concrete / hard surfaces ● Feedback regarding design features to create safe and functional active transport routes that are green and inviting and the need to undertake detailed traffic studies to determine what upgrades would be required ● Resumption of residential homes should only be a last resort, when other alternatives have been exhausted and a clear public benefit can be demonstrated ● Suggestions for other transport infrastructure priorities in West End, South Brisbane and Highgate Hill including new ferry terminal, additional bus services, pedestrian and cycle safety improvements, traffic calming and accessibility improvements ● Feedback specific to the TWEGB including: <ul style="list-style-type: none"> ○ strong support for Option A largely because it provides the opportunity for public green space, has minimal impact on existing green space and is the closest connection to the Bicentennial Bikeway ○ Option B and C offer no opportunity to deliver new parkland and have higher impact, particularly in West End, including: <ul style="list-style-type: none"> ▪ large landing footprints ▪ tree removal ▪ impact on river navigation and recreational river use ▪ curving ramps which take up too much park space ○ request for Council to allocate funding towards improvements to Cranbrook Place ○ impact on residents in West End will need to be minimised for Option A and further targeted consultation should be undertaken ● Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ interest in the demand for fixed infrastructure compared to other more flexible solutions such as additional bus services or ferry terminals ○ although community feedback via Cr Sri's online poll indicated support for Option A, it was indicated the SLWEGB will not be supported due to the sample size of the poll ○ key concerns regarding Option A include: <ul style="list-style-type: none"> ▪ impacts to parkland on both sides of the river ▪ particular concern regarding impact to existing fig trees in Orleigh Park ○ key concerns regarding Option B include: <ul style="list-style-type: none"> ▪ poor connectivity to the broader transport network ▪ connects two residential streets and creates more conflicts between cyclists and residential driveways ○ Key concerns regarding Option C include: <ul style="list-style-type: none"> ▪ resumption of privately owned homes and impacts to adjacent residents ▪ high landing point with long stretch of bridge extending over land.
31 March 2021	<p>South Brisbane Sailing Club</p> <p>Feedback relates to the <i>Green Bridges Expert Panel Report on Maritime Safety Impacts for Sailing, Rowing and Paddling on the St Lucia, Toowong and Milton Reaches of the Brisbane River</i> submitted by Rowing Queensland. Key feedback includes:</p>

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Date received	Summary of submission
	<ul style="list-style-type: none"> • All TWEGB options, particularly Option C, are of high risk to rowing, sailing and paddling boats • SLWEGB options are of lesser risk, with Option B having the least risk • Concerned for the safety and viability of sailing, rowing and other water sports on the Milton and St Lucia reaches of the Brisbane River • Bridges with two or more piers would present an unacceptable safety risk to sailors and would impact the reputation of the sport • Specific safety risks include: <ul style="list-style-type: none"> ○ placement of piers and impacts on navigational safety ○ a bridge with one or more piers would be in conflict with various planning codes ○ the standard navigational channel width of 70 meters would not be suitable due to the high use of rowing craft, canoes, river kayaks, sailing craft, powered recreational and commercial vessels in this area • Only design solution which would resolve maritime safety impacts is a single span bridge with no piers • Other bridge impacts for further consideration include pier design, club parking, flood risks, cultural and heritage values • Suggestions for other considerations during cost benefit analysis of the bridges including the viability and growing participation in sailing.
31 March 2021	<p>West End Community Association</p> <ul style="list-style-type: none"> • Feedback specific to the TWEGB including: <ul style="list-style-type: none"> ○ positive support for Option A ○ preference for Orleigh Park landing near Forbes Street ○ suggestion for Council to acquire entire site at 600 Coronation Drive for bridge landing and public park ○ request for bridge design and connections to maximise safety for pedestrians and cyclists, and minimise disruptions to residents ○ loss of public green space should be compensated for by delivering new green space within the local area • Feedback specific to the SLWEGB including: <ul style="list-style-type: none"> ○ not supportive of the SLWEGB being delivered until TWEGB has been delivered ○ concerns Option C was included in consultation when it was not considered a viable option in initial feasibility studies • Feedback regarding the consultation process including requests for more detailed information to help community better understand the need for the TWEGB and SLWEGB • Request for Council to protect local places from impacts of the green bridges including Cranbrook Place, South Brisbane Sailing Club and significant trees at bridge landings.
1 April 2021	<p>Engineers Australia</p> <ul style="list-style-type: none"> • Strong support for the delivery of new green bridges and the TWEGB and SLWEGB projects • For the TWEGB, consideration should be given to accessible grade for the bridge and connections to the wider walking, cycling and passenger transport networks • SLEGB Option A is preferred due to the connection with the public transport, walking and cycling networks • Recommendations for Council and other levels of government to consider improvements to broader suburban cycling corridors and establishment of national active transport funding mechanism.

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Date received	Summary of submission
1 April 2021	<p>Rowing Queensland – joint submission on behalf of South Brisbane Sailing Club, Sailing Australia and West End Canoe Club</p> <p>Feedback was submitted in a report – <i>Green Bridges Expert Panel Report on Maritime Safety Impacts for Sailing, Rowing and Paddling on the St Lucia, Toowong and Milton Reaches of the Brisbane River</i> – developed by members from Rowing Queensland, South Brisbane Sailing Club, Sailing Australia and West End Canoe Club. Key matters raised in the report include:</p> <ul style="list-style-type: none"> • Significant concerns regarding potential safety impacts and other concerns related to safe access to pontoons, flood risks and parking availability • Likely safety impacts on river users as a result of these bridges include: <ul style="list-style-type: none"> ○ collision with bridge piers, due to navigational error, low visibility and increased turbulence ○ powered vessel impact with rowing, sailing or paddling boats near bridges due to navigational error, low visibility and increased turbulence ○ powered vessel impact with bridge piers due to navigational error, low visibility and increased turbulence • Recent collisions on the Brisbane River should be considered during future planning of these green bridges • Recommend a design solution which would resolve likely maritime safety impacts by adopting a single span bridge design with piers no more than five meters off the banks • Proposed bridge options ranked in order of highest risk to least risk: <ul style="list-style-type: none"> ○ TWEGB: Option C, Option B, Option A ○ SLWEGB: Option C, Option A, Option B • The standard navigational channel width of 70 meters would not be suitable due to the high use of rowing craft, canoes, river kayaks, sailing craft, powered recreational and commercial vessels in this area • Impacts increase in proportion to the number of bridge piers: <ul style="list-style-type: none"> ○ no bridge piers – no or negligible safety impacts ○ one bridge pier – moderate to high risk ○ two or more bridge piers – high and unacceptable risk • In addition to safe design criteria required by Queensland Legislation and Australian Standards, additional design principles in the publication <i>Vessel Collision Design of Bridges (Bridge Engineering Handbook 2000)</i> should be adopted.
1 April 2021	<p>Park IT Community Group</p> <ul style="list-style-type: none"> • Support for the TWEGB Option A due to the opportunity to acquire 600 Coronation Drive for the bridge landing and a new public park • Suggestion to design the bridge and path connections to maximise safe active transport connections and minimise disruptions to residents • Request for any loss of public green space or amenity to be compensated within the same suburb • Not supportive of the SLWEGB being delivered until the TWEGB has been delivered.
1 April 2021	<p>Brisbane Residents United</p> <ul style="list-style-type: none"> • Support for the TWEGB Option A due to the opportunity to acquire 600 Coronation Drive for the bridge landing and a new public park • Suggestion to design the bridge and path connections to maximise safe active transport connections and minimise disruptions to residents

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Date received	Summary of submission
	<ul style="list-style-type: none">• Request for any loss of public green space or amenity to be compensated within the same suburb• Not supportive of the SLWEGB being delivered until the TWEGB has been delivered.
14 April 2021	<p>Benson House Body Corporate – final submission</p> <ul style="list-style-type: none">• Concerns regarding impacts on Archer Street as a result of the TWEGB including:<ul style="list-style-type: none">○ increased pedestrian and cycle traffic○ rerouting of the existing Bicentennial Bikeway from its current route in Benson Street, through 600 Coronation Drive and into Archer Street○ increased vehicle traffic and loss of street parking• TWEGB should provide pedestrian / cycle connectivity from the residential areas at West End to the transport and commercial hub at Toowong• Concerns regarding the landing in Toowong including:<ul style="list-style-type: none">○ ability to maintain accessibility and ensure bridge connections are DDA compliant○ existing footpaths in Archer Street are too narrow to accommodate shared paths for the anticipated volumes of pedestrian / cycle traffic.

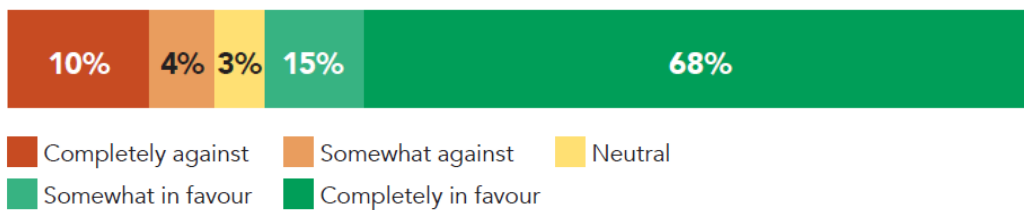
Table 25 - Summary of stakeholder formal submissions.

8. Online survey results

Through the online survey, Council received 1856 completed responses providing feedback on the TWEGB alignment options. The key results, along with demographic information about survey respondents, are outlined in the section below.

8.1 Support for alignment Option A (600 Coronation Drive to Orleigh Park near Forbes Street)

Respondents were asked to indicate their level of overall support for Option A (600 Coronation Drive to Orleigh Park near Forbes Street). The graph below outlines the percentage of responses for each level of support.

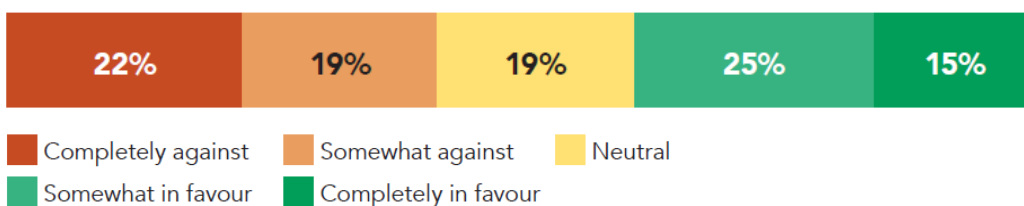


Respondents were asked to explain why they chose this level of support. Analysis of written responses from respondents identified the following common themes:

- support for this alignment due to the opportunity to provide new green space at 600 Coronation Drive, Toowong
- support for this alignment as the landing locations are convenient and provide good connectivity to public transport, the Toowong Centre, and walking and cycling paths
- support for this alignment due to the comfortable bridge grade and accessibility for all users.

8.2 Support for alignment Option B (Archer Street mid-block to Orleigh Park near Drury Street)

Respondents were asked to indicate their level of overall support for Option B (Archer Street mid-block to Orleigh Park near Drury Street). The graph below outlines the percentage of responses for each level of support.



Respondents were asked to explain why they chose this level of support. Analysis of written responses from respondents identified the following common themes:

- objections to this alignment due to the location of the landings, which were considered less convenient than Option A, limits the opportunity to provide new green space in Toowong, and concerns about the accessibility of the bridge grade
- objections to this alignment due to the requirement for resumption of private property and impacts to the character and amenity of Archer Street, Toowong

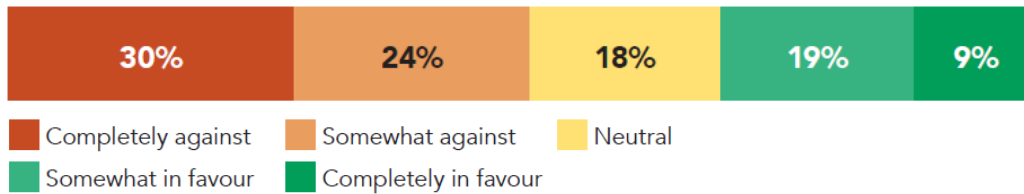
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- some support for this alignment due to the direct connectivity to the Toowong centre and public transport options.

8.3 Support for alignment Option C (Archer Street near Glen Road to Orleigh Park near Drury Street)

Respondents were asked to indicate their level of overall support for Option C (Archer Street near Glen Road to Orleigh Park near Drury Street). The graph below outlines the percentage of responses for each level of support.

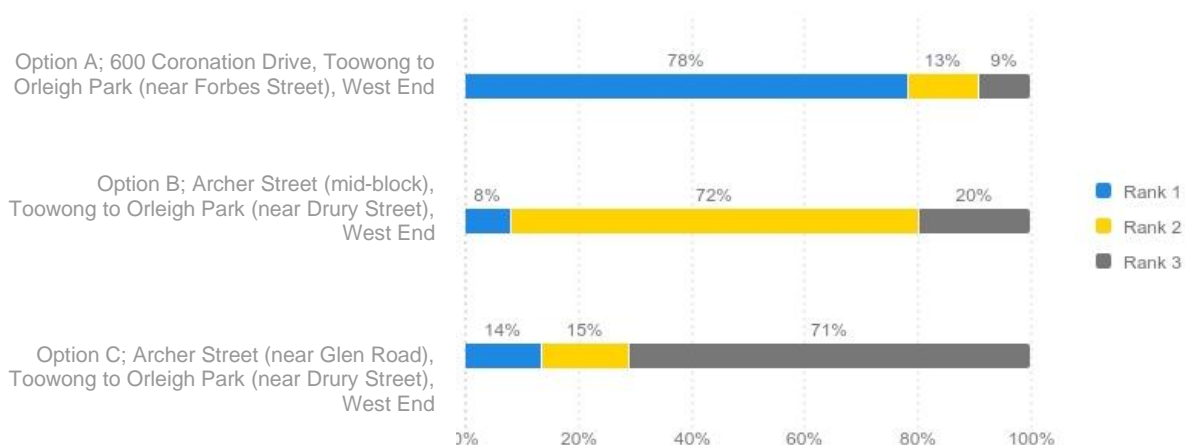


Respondents were asked to explain why they chose this level of support. Analysis of written responses from respondents identified the following common themes:

- objections to this alignment due to the location of the landings, which were considered less convenient than Option A, limits the opportunity to provide new green space in Toowong, and concerns about the accessibility of the bridge grade
- objections to this alignment due to the requirement for resumption of private property, and impacts on existing green space and vegetation
- objections to this alignment due to poor connectivity to walking and cycling paths, public transport and key local destinations.

8.4 Ranked preference of all options

Respondents were asked to rank all three options in terms of their level of support. The graph below outlines the percentage of responses for each option. *Note: This question was mandatory for all survey respondents.*



Respondents were asked to explain why they preferred this alignment option. Analysis of written responses from respondents identified the following themes:

- respondents who preferred Option A identified the connectivity of the landing locations to walking and cycling paths, public transport and key destinations, and the opportunity to provide new green space in Toowong the primary reasons for their preference

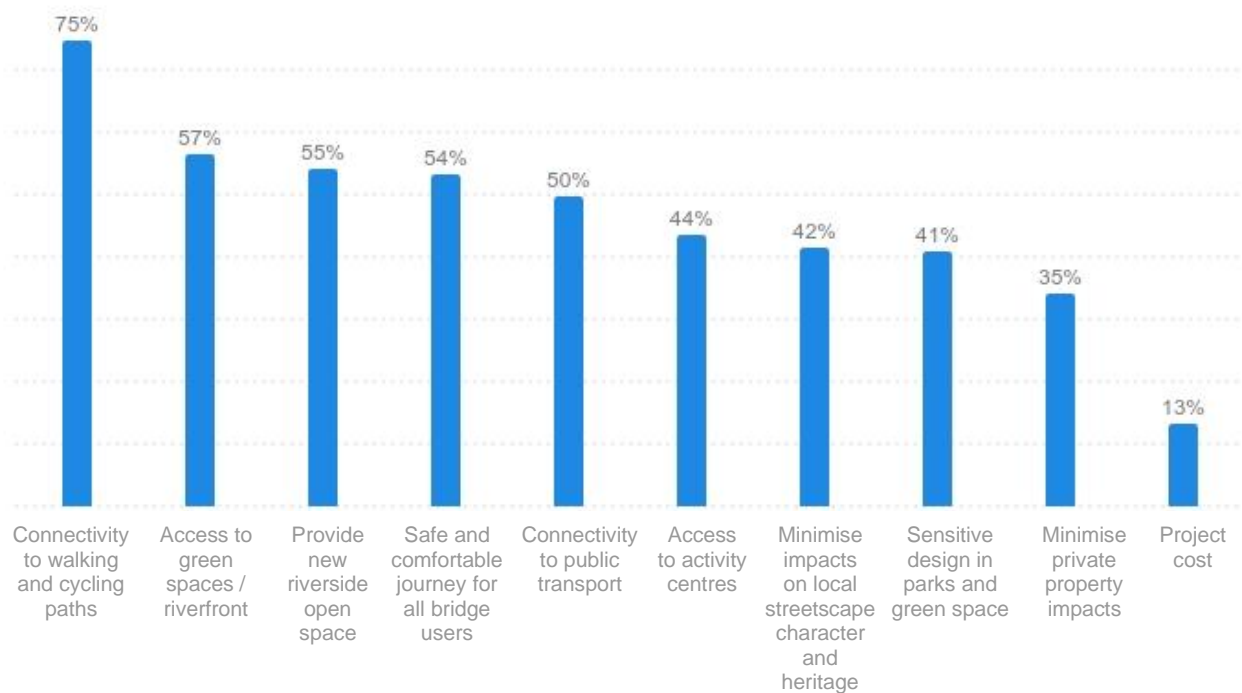
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- respondents who preferred Option B identified connectivity to the Toowong Centre, public transport and walking and cycling paths as the primary reason for their preference
- respondents who preferred Option C identified the location of the bridge landings, less impacts to local residents and connectivity to public transport as the primary reasons for their preference.

8.5 Consideration of elements

Respondents were asked to indicate their top five most important elements when assessing the alignment options from a pre-determined list. The graph below outlines the percentage of responses for each element.



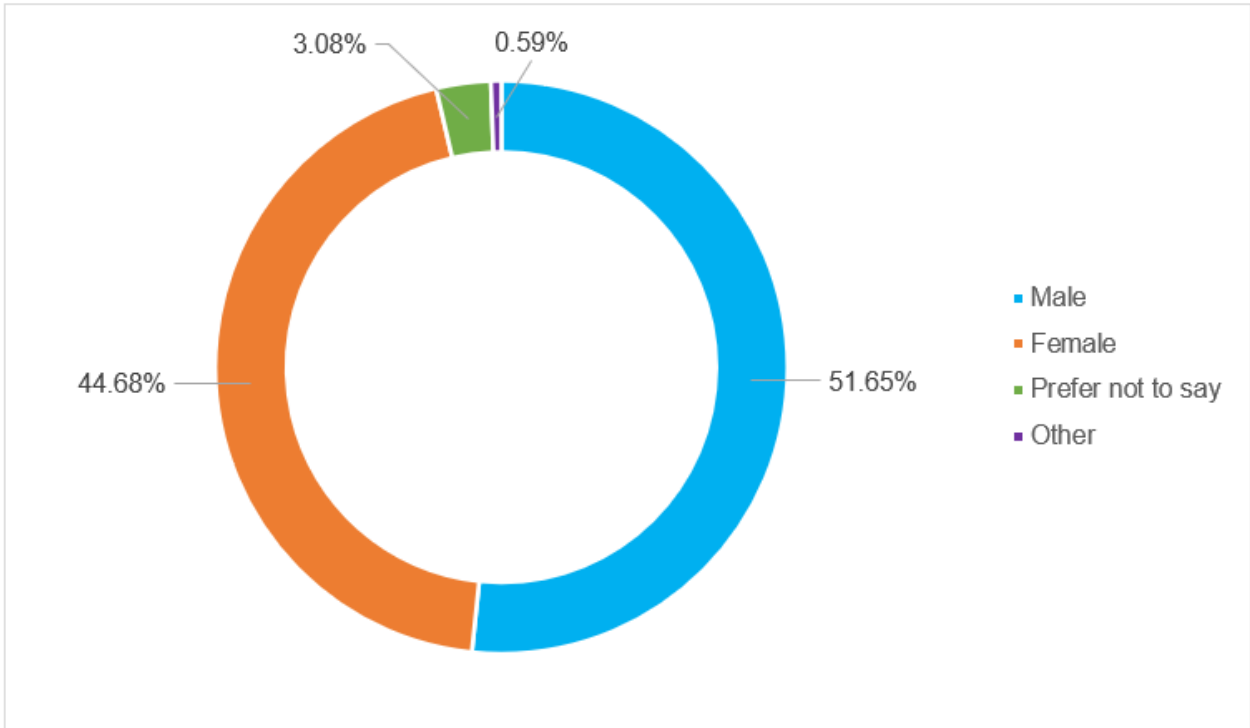
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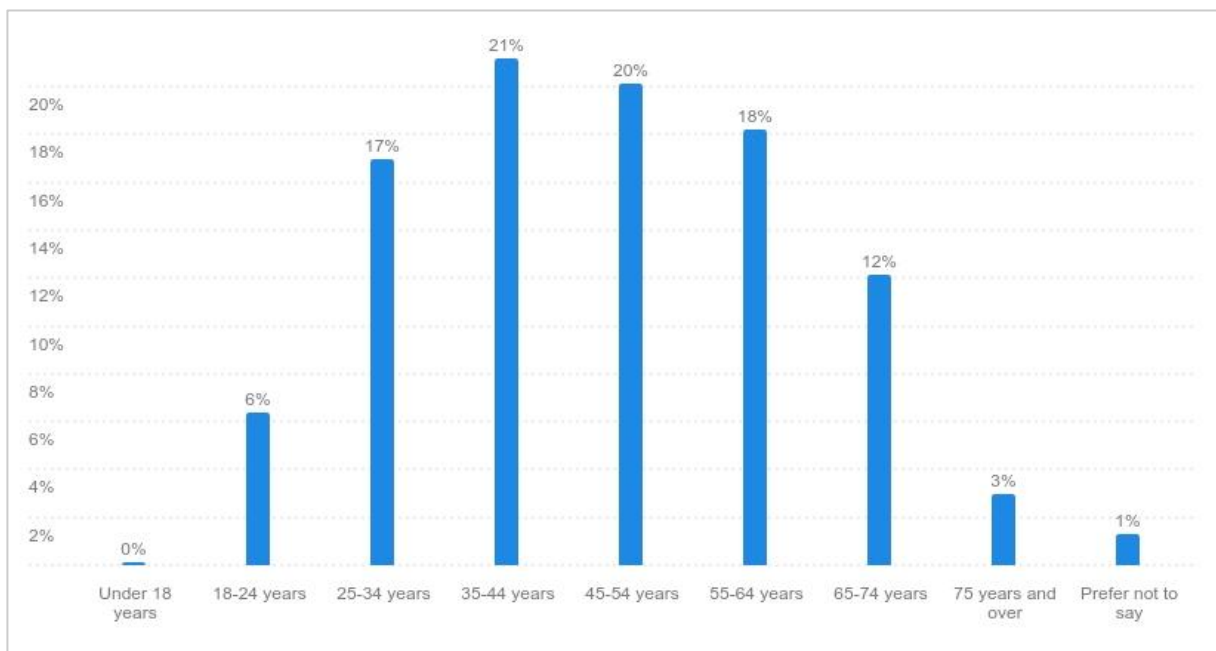
8.6 Survey respondent demographics

Respondents were asked to provide a range of demographic information about themselves. The graphs below outline the responses.

8.6.1 Gender



8.6.2 Age



8.6.3 Suburb

Suburb	No. of responses
West End	628 (34%)
Toowong	394 (20%)
St Lucia	146 (7%)
Taringa	103 (5%)
Auchenflower	95 (5%)
Highgate Hill	64 (3%)
Indooroopilly	60 (3%)
South Brisbane	29 (1.5%)
Bardon	26 (1.5%)
Paddington	20 (1%)
Other suburbs	291 (15%)

Table 26 – Suburb of survey respondents.

Note: Top ten suburb responses listed above, along with all other suburb responses combined.

8.6.4 Interest

Interest	No. of responses
Local resident	1,555 (84%)
Bike / scooter user	502 (27%)
Work in the area	253 (14%)
Visitor to the area	172 (9%)
Study in the area	74 (4%)
Local business owner	59 (3%)
Other	96 (5%)

Table 27 – Interest of survey respondents.

Note: Respondents were able to select more than one interest.

9. Response to key feedback themes

This section presents a collation of the key feedback themes related to the TWEGB raised during the consultation period. Council’s response is provided for each overarching issue, addressing the key matters raised and, where relevant, how these will be addressed during future stages of the project.

Feedback theme	Council’s response
<p>Some residents would prefer Council invest in other projects in the local area instead of the TWEGB. Suggestions included:</p> <ul style="list-style-type: none"> • new ferry terminal at Victoria Street West End • cross-river ferry service between West End and Toowong • bridge that can accommodate general traffic • bridge that can accommodate buses / public transport • riverwalk pathway from Toowong to St Lucia • dedicated cycle lanes on Montague Road, Vulture Street, and Sir Fred Schonell Drive. 	<p>Council acknowledges suggestions for other projects as alternatives to the TWEGB, and objections to the delivery of the TWEGB. Council’s GBP aims to develop a linked network of cross-river connections that will enable residents and workers to replace car-based trips with active and public transport trips, and assist in making our city a cleaner, greener place to live. The new green bridges will create a healthier, more active city, providing positive impacts to lifestyle, amenity and tourism, and economic benefits resulting from improved accessibility and reduced congestion on the ferry, bus and road networks.</p> <p>The new green bridges are a key initiative of Council’s <i>Transport Plan for Brisbane – Implementation Plan 2018</i>, and are identified in a number of other planning studies and policies including Council’s <i>Rivers Edge Strategy</i>, and the Queensland Government’s <i>South East Queensland Regional Transport Plan</i> and <i>South Brisbane Transport and Mobility Study</i>.</p> <p>Council has committed the city’s largest ever investment in active transport with a \$300 million commitment over the next four years to deliver the KPGB and BCGB and progress planning for the TWEGB and SLWEGB. In total, Council will invest up to \$550 million towards new green bridges and will seek additional funding contributions from the Queensland and Australian governments, following the completion of detailed business cases for the projects.</p> <p>The business cases will be prepared in line with the nationally accepted approaches for transport project cost-benefit analysis, as provided in the <i>Australian Transport Assessment and Planning Guidelines</i>, and the infrastructure assessment frameworks outlined by Infrastructure Australia and Building Queensland. As part of this, Council will identify the problems the green bridges are addressing and assess alternative options for addressing the problem, including better use of or upgrades to existing infrastructure, policy reform initiatives and new infrastructure such as green bridges.</p> <p>Ferry services and terminals</p> <p>Suggestions for new ferry terminals and additional ferry services are noted. While Council remains supportive of future ferry terminals and services and is aware of the community’s growing interest in expanding public transport on the river, Council is also committed to delivering dedicated crossings for active transport.</p> <p>Council acknowledges a new ferry terminal at Victoria Street, West End, is referenced in the overall outcomes of the <i>South Brisbane Riverside Neighbourhood Plan</i>, which ensures that this location is preserved for a future ferry terminal. However, while Council is committed to delivering it as part of our ongoing investment in better public transport, funding to construct this facility is not yet available. Council is currently in the process of upgrading existing terminals to meet the accessibility requirements for public transport in the <i>Disability</i></p>

Feedback theme	Council's response
	<p><i>Discrimination Act 1992</i> and the <i>Disability Standards for Accessible Public Transport 2002</i>. These important upgrades will improve the capacity, accessibility and flood resilience of our existing ferry services.</p> <p>Cross-river services between West End and Toowong are currently provided by the existing paid CityCat service. Introducing a free ferry service at these locations may impact on the fare revenue received by TransLink, a Division of the Queensland Department of Transport and Main Roads and, in turn, may affect the funding contribution paid to Council to operate ferry services. Additional ferry services would also require the purchase or charter of additional vessels, at additional cost to Council. Therefore, Council would not propose trialling a free ferry service in this reach of the Brisbane River while CityCats continue to operate.</p> <p>General traffic bridge and road network upgrades</p> <p>Suggestions for bridges that can accommodate general traffic are noted. While Council is committed to improving roads and has invested in roads significantly in recent years, as cities get bigger, building more roads does not, by itself, reduce congestion or service the growing transport demand. Reducing traffic congestion is as much about getting people out of cars, as it is building new roads, bridges, and tunnels. In addition to providing appropriate road networks, contemporary city planning requires the provision of appropriate public and active transport systems, and planning for new green bridges are a key part of this strategy.</p> <p>Public transport bridge</p> <p>Suggestion for bridges that can accommodate public transport are noted. Initial consultation on the TWEGB and SLWEGB was undertaken in late 2019 as part of the GBP's early planning phase. While there was general positive support for providing new cross-river walking and cycling connections, feedback indicated many people were opposed to these bridges catering for buses or public transport. As a result, Council is progressing these bridges as pedestrian and cycling connections only. In addition, providing for public transport could also significantly impact the cost, impact and land requirements of the bridge and landings, and require extensive modifications to the surrounding street and road network. Consideration of these factors will be further investigated through the development of business cases for each project.</p> <p>Other active transport projects</p> <p>Suggestion for other active transport projects such as new riverwalks and upgraded cycle lanes and bikeways are noted. Council acknowledges new riverwalks and upgrades to existing corridors would provide improved walking and cycling connectivity between existing river crossings, and more comfortable and direct alternatives to existing land-based transport links. However, such projects would not deliver the broader network connectivity benefits delivered by new cross-river connections such as green bridges.</p>
<p>Some residents suggested a preference for alternative alignments for the TWEGB. Suggestions included:</p>	<p>As part of the options assessment process for the TWEGB, Council investigated a number of different alignment options. This includes the three shortlisted options, along with alignments below, which were not progressed:</p>

Toowong to West End Green Bridge

Alignment Options Consultation Report

Feedback theme	Council's response
<ul style="list-style-type: none"> 600 Coronation Drive, Toowong to upstream of Brisbane and GBP Rowing Club, West End (Option 2A) Regatta ferry terminal, Toowong to near Ferry Street, West End Park Road, Milton to Davies Park / Jane Street, West End Land Street, Auchenflower to Victoria Street, West End 	<ul style="list-style-type: none"> 600 Coronation Drive to Orleigh Park, upstream of Brisbane and GBP Rowing Club (variant of Option A) Regatta ferry terminal to Orleigh Park near Ferry Road Kayes Rocks Park to Orleigh Park. <p>While an alignment connecting 600 Coronation Drive to Orleigh Park upstream of the rowing club would have similar benefits to Option A, it was not progressed due to conflicts with the proposed expansion of the Brisbane and GPS Rowing Club.</p> <p>The Regatta ferry terminal option was not progressed as it provides poor connectivity to the Toowong Centre and rail services, compared to other options, would potentially impact ferry services, would have significant impacts on Orleigh Park and does not provide an opportunity to create new riverside open space on the Toowong side.</p> <p>Council notes suggestions for alignment options connecting other parts of West End to Milton or Auchenflower, however these are outside the study area for the TWEGB, which aims to connect West End with the Toowong Centre. The existing Go Between Bridge provides cross-river access for general traffic, pedestrians and cyclists from South Brisbane and West End to Milton, and the TWEGB would provide another option. Milton and Auchenflower are also serviced by frequent rail and bus services, and CityCat services at the Milton and Regatta ferry terminals.</p> <p>Following initial technical investigations and feasibility assessments, and the outcomes of community consultation, Option A connecting 600 Coronation Drive to Orleigh Park (near Forbes Street) has been identified as the preferred alignment for the TWEGB. Council will prepare a concept design and preliminary business case based on the preferred alignment, for further discussion with the community in the second half of 2021. The Option B and C alignments presented during consultation will not be progressed.</p>
<p>Concerns were raised about the potential for private residential properties to be resumed for the TWEGB, and the impacts of resumptions on property owners and adjacent residents. Some feedback indicated private property resumptions for new infrastructure should be avoided wherever possible.</p>	<p>While Council seeks to avoid the need to resume private property for new infrastructure where possible, acquisition of private properties is sometimes unavoidable, particularly in developed urban areas. Where private property is required for new infrastructure, Council will seek to acquire the property in line with the provisions of the <i>Acquisition of Land Act 1967</i>. The act outlines the process to resume the land, provides objection rights to property owners and details the compensation claimable from a resumption.</p> <p>Council acknowledges community concerns related to the potential for land resumptions associated with the TWEGB and SLWEGB, and the affects that a resumption has on property owners. These impacts are taken into consideration along with a range of other factors, when assessing alignment options as part of the initial feasibility investigations.</p> <p>As part of the consultation program, Council contacted all potentially impacted property owners and met with them to discuss the TWEGB, potential property requirements and process for land acquisition.</p>
<p>Requests for more information to be made available to demonstrate the need,</p>	<p>Council recognises the high level of interest in the new green bridges and requests for more information about the potential benefits, impacts and costs of the projects from some members of the community. Following</p>

Feedback theme	Council's response
<p>benefits and costs of the TWEGB, including a business case, detailed transport modelling and assumptions, investigation of other alternatives for cross-river connectivity, and concept plans for the bridge landings and bridge form.</p>	<p>initial technical investigations and feasibility assessments, and the outcomes of community consultation, Option A connecting 600 Coronation Drive to Orleigh Park (near Forbes Street) has been identified as the preferred alignment for the TWEGB. Council will prepare a concept design and preliminary business case based on the preferred alignment, for further discussion with the community in the second half of 2021.</p> <p>The business case will be prepared in line with the nationally accepted approaches for transport project cost-benefit analysis, as provided in the <i>Australian Transport Assessment and Planning guidelines</i>, and the infrastructure assessment frameworks outlined by Infrastructure Australia and Building Queensland.</p> <p>The business case will outline:</p> <ul style="list-style-type: none"> • problem definition and project need • options analysis and assessment • strategic planning context • transport network analysis and benefits • city and place analysis and benefits • outcomes of community and stakeholder consultation • cost, risk and economic analysis • commercial and financial considerations • delivery options. <p>Council expects to complete the detailed business cases for the TWEGB and SLWEGB by late 2021, which will be discussed with the Queensland and Australian governments to help determine the next steps for these projects, including potential funding and delivery timeframes.</p>
<p>Interest in the estimated patronage figures for each alignment option, including the underlying assumptions used, such as trip origin and destination, and whether the estimates considered the delivery of both the TWEGB and SLWEGB.</p>	<p>The expected daily trip numbers for each bridge alignment option were estimated using the Brisbane Strategic Transport Model (BSTM) which is the standard model developed by the Queensland Department of Transport and Main Roads for transport modelling in the Brisbane region. The estimated daily trip numbers are based on the combined volumes for walking, cycling, walk to public transport, recreational and e-scooter trips modelled for the years 2031 and 2041.</p> <p>The predicted patronage figures for each option for the TWEGB were modelled on the basis that the SLWEGB does not exist, and vice versa. These numbers are initial estimates only and will be subject to further refinement through the development of the preliminary business cases for both projects later this year. Further investigations and modelling will identify how trips will be redistributed in the area with both bridges in existence at the same time, which will subsequently inform when and in what order each bridge should be delivered.</p>
<p>Interest in how the TWEGB will connect with the broader active and public</p>	<p>Comments in relation to ongoing connections to the TWEGB and assessment of broader impacts to the transport network are noted. Development of a concept design and preliminary business case will consider</p>

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Feedback theme	Council's response
<p>transport network, and what other upgrades to public transport, walking and cycling will be delivered. This includes requests for Council to demonstrate how the findings of the Queensland Government's <i>South Brisbane Transport and Mobility Study</i> will be implemented.</p>	<p>how the bridge connects more broadly to the active and public transport network, based on the preferred Option A alignment connecting 600 Coronation Drive to Orleigh Park (near Forbes Street). As part of this, Council will review the nearby transport network and facilities, including pedestrian and cycle paths, crossing points, and public transport services to ensure they best serve the local community.</p> <p>Comments in relation to the Queensland Government's <i>South Brisbane Transport and Mobility Study</i> are noted. Council notes Outcome 5a of the study's final report supports "the investigation of new strategic active transport crossings of the Brisbane River, including new pedestrian and cyclist connections between West End and Toowong, and West End and St Lucia".</p> <p>Council is committed to working with the Queensland Government to investigate new green bridges and other initiatives outlined in the study, in line with the delivery of Brisbane Metro, Cross River Rail and broader funding and planning priorities for the transport network. It is important to note the study is a Queensland Government planning document and not Council policy.</p>
<p>Concerns were raised around the impacts of the TWEGB on existing green space, vegetation and cultural heritage in Orleigh Park, including mature trees and Cranbrook Place. Suggestions for new green space to be provided to offset any impacts were also received, including for Council to acquire 600 Coronation Drive, Toowong for parkland purposes.</p>	<p>Council recognises existing green spaces in the project area, such as Orleigh Park and existing vegetation including the Weeping Figs, Poincianas and Jacarandas, are highly valued by the community. Council notes Orleigh Park is listed as a place of local heritage significance under the Heritage planning scheme policy of the <i>Brisbane City Plan 2014</i>. Community concerns related to potential impacts of the TWEGB on the cultural heritage values of Cranbrook Place are also noted. Council is committed to ongoing engagement with Traditional Custodian representatives to ensure the TWEGB does not adversely impact on Cranbrook Place.</p> <p>Concerns related to the impacts of the bridge landings on existing green space and cultural heritage places are noted and will be considered through future stages of the project. Planning for the new green bridges will seek to minimise impacts on existing parks and vegetation where possible. The bridge landings will be sensitively designed to integrate within the existing landscape and complement the character of the surrounding environment.</p> <p>Where feasible, Council will seek to achieve a 'net benefit' to existing open space, including opportunities for additional land for park purposes, and new and enhanced park infrastructure and landscaping such as play equipment, BBQ facilities, shade trees and pathways. Council will also seek to carefully integrate bridge infrastructure (e.g. ramps) within any park setting.</p> <p>Specific impacts to vegetation will be confirmed through the detailed design phase of each project. Any vegetation removals must be approved, and appropriate offsets will be required. For example, impacted parkland and street trees must be offset to provide 'no net canopy loss' within three years in accordance with Council policy.</p> <p>Council notes requests for additional green space to be delivered as part of the GBP. Council is committed to increasing access to parks and open space across Brisbane, which is vital for making our city liveable and sustainable for our children and future generations. Requirements for new open space are outlined in the <i>City Plan 2014</i> and are regularly reviewed by Council through neighbourhood and infrastructure planning</p>

Feedback theme	Council's response
	<p>processes to include in the <i>Local Government Infrastructure Plan</i>. Council also continues to enhance existing parks across the city.</p> <p>With regards to Council acquiring 600 Coronation Drive, Toowong for new parkland, Council can confirm that when the ABC relocated and the Federal Government was looking at selling the site, Council formally asked the government at the time to turn the site over to Council so it could be converted to parkland at Council's expense. Unfortunately, this request was rejected and the Federal Government sold the site to a developer.</p> <p>Council is aware the site was recently for sale and subsequently sold to another private developer. After more than a decade of valuation increases, purchasing the entire site of 1.5 hectares of this inner-city riverfront land is now well beyond what is feasible or affordable for Brisbane ratepayers. However, provision has been made in Council's planning to ensure some public open space is provided through future development of this site.</p> <p>The <i>Toowong-Auchenflower neighbourhood plan</i>, which forms part of the <i>Brisbane City Plan 2014</i>, requires a minimum of 3000 square metres of publicly accessible open space, with a minimum Brisbane River frontage of 40 metres, to be delivered as part of any future development of this site.</p> <p>Following development of the business case for the TWEGB, Council will confirm the requirement to acquire part of the site for the bridge landing, and potential new riverfront open space. Initial discussions have been held with the new property owner to ensure they are aware of the potential partial land requirement, however, investigations are still underway.</p>
<p>Concerns were raised around the impacts of the TWEGB on the safety of river users and the operation of existing sailing, rowing and paddling clubs. This included requests for no piers or maximum of one pier in the Brisbane River.</p>	<p>Council recognises the Toowong, St Lucia and West End reaches of the Brisbane River are highly valued and currently used for a range of activities including sailing, rowing, paddling and river cruises. Concerns relating to the potential impacts of the SLWEGB and TWEGB on existing river users and club operations in the project area are noted.</p> <p>Specific matters particularly in relation to club activities and safety concerns will be considered through the investigations into the preferred bridge form and structural design, and location of bridge infrastructure within the river, during the development of a concept design for each project. Council is committed to ongoing engagement with relevant key stakeholders, including Maritime Safety Queensland, clubs and associations, peak bodies and river cruise operators, through the development of the project.</p>
<p>Suggestions were received for specific design elements for the TWEGB, including:</p> <ul style="list-style-type: none"> • upgrades to ongoing walking and cycling connections adjacent to the bridge landings • pedestrian and cyclist safety measures 	<p>Council acknowledges design suggestions for the TWEGB and ongoing connections to the bridge landings. Matters raised will be considered through the development of a concept design and preliminary business case, which will be based on the preferred Option A alignment connecting 600 Coronation Drive to Orleigh Park (near Forbes Street), for further discussion with the community in the second half of 2021. This will include consideration of:</p> <ul style="list-style-type: none"> • bridge form, structural design and architectural elements • landing plaza and ongoing connection design • opportunities for new landscaping, improvements to green space, public art and wayfinding

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Feedback theme	Council's response
<ul style="list-style-type: none"> integration of the bridge landings with existing green space bridge form that reflects the character of the local area and river environment. 	<ul style="list-style-type: none"> pedestrian and cyclist safety measures accessibility measures, including the requirements of the <i>Disability Discrimination Act 1992</i> sustainable design measures environment, heritage and planning factors including flooding, Indigenous and post-colonial cultural heritage and vegetation impacts.
<p>Interest from local residents and businesses adjacent to bridge landings around specific impacts on views, amenity, privacy, security, parking and noise from the TWEGB and how these will be managed.</p>	<p>Council acknowledges feedback related to the impacts of the TWEGB on local residents, property owners and businesses. Matters raised will be considered through the development of a concept design and preliminary business case, which will be based on the preferred Option A alignment connecting 600 Coronation Drive to Orleigh Park (near Forbes Street), for further discussion with the community in the second half of 2021. This will include consideration of:</p> <ul style="list-style-type: none"> impacts to view corridors and amenity measures to manage noise, light and privacy impacts management of impacts on the local traffic network constructability considerations operational and maintenance requirements.
<p>Concerns were raised about the consultation program, including the length of time to provide feedback, information available, and consultation methods used.</p>	<p>Council recognises the level of community interest in the SLWEGB and TWEGB and acknowledges the concerns raised in regard to the length and timing of the consultation period. Following a number of requests for more time to provide feedback, Council extended the consultation period until 31 March 2021, providing an additional two months for feedback to be submitted.</p> <p>Concerns related to the level of information available during the consultation period are noted. To assist the community to understand the potential benefits, impacts and opportunities of the proposed alignment options, Council released a series of detailed fact sheets, which were available on Council's website and at community information sessions. Residents were encouraged to view these fact sheets and provide their feedback on the alignment options during the consultation period. The fact sheets outlined the following for each option:</p> <ul style="list-style-type: none"> the proposed bridge alignment and landing locations potential private property requirements potential impacts to local character, amenity and green space the required width and height of the navigational channel connectivity to the existing public and active transport network estimated daily trip numbers, based on initial transport modelling opportunities for new or enhanced riverside open space.

Feedback theme	Council's response
	<p>Request for additional consultation methods, including community forums and public meetings, are noted. During the consultation period, Council hosted six information sessions where residents could speak to a member of the project team and ask questions about the alignment options. These information sessions also provided an opportunity for residents to interact with each other about the proposed alignment options.</p> <p>Feedback regarding the online survey has also been noted. The online survey was designed to encourage residents to specifically provide feedback on a preferred alignment option for the SLWEGB and TWEGB. Alternatively, residents could provide feedback on other matters related to the green bridges by contacting the project team directly by phone, email or letter, or attending an information session.</p>

Table 28 – Council's response to key feedback themes.

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Alignment Options Consultation Report

10. Conclusion

From 23 November 2020 to 31 March 2021, Council undertook community consultation on a shortlist of alignment options and landing locations for both the TWEGB and the SLWEGB. The consultation period followed an initial consultation phase in late 2019, and technical investigations and assessments undertaken by Council throughout 2020.

Residents, businesses and other key stakeholders had the opportunity to have their say on potential alignment options and landing locations for both green bridges via a range of activities, including at six information sessions, via an online survey, and through the project's 1800 hotline and dedicated email inbox.

The project team also met with local stakeholder groups and received formal submissions. In total, around 2300 people provided feedback on the TWEGB, including 1856 responses to the online survey and 222 feedback forms received at information sessions.

Following the consultation period, Council reviewed and summarised all feedback to determine overall support for the TWEGB and each alignment option, as well as key issues for consideration during the next phase of the project. Overall, feedback included:

- very strong positive support for Option A (600 Coronation Drive to Orleigh Park near Forbes Street), with 83% of online survey respondents completely or somewhat supportive of this alignment
- some support for Option B (Archer Street mid-block to Orleigh Park near Drury Street) and limited support for Option C (Archer Street near Glen Road to Orleigh Park near Drury Street)
- many requests for Council to deliver new green space at 600 Coronation Drive as part of the TWEGB
- interest in the timing for delivery of the TWEGB, with many people seeing this green bridge as a priority
- some concerns from local residents adjacent to landing locations of various options about impacts on views, increased noise and traffic, parking on local streets and safety of bridge and road users
- requests from river users to minimise impacts on sailing, rowing and paddling club operations and activities.

10.1 Next steps

Council recognises the strong level of interest in the TWEGB and SLWEGB and is committed to working with local residents and key stakeholders to get these projects right.

Following initial technical investigations and feasibility assessments, and the outcomes of community consultation, Option A connecting 600 Coronation Drive to Orleigh Park (near Forbes Street) has been identified as the preferred alignment for the TWEGB.

This alignment has been selected because it:

- provides good connectivity to the Toowong Centre, rail services and the Regatta ferry terminal
- provides off-road access to riverside cycling and walking paths in West End and Toowong
- creates opportunity for new riverside open space at Toowong
- would attract strong patronage based on initial transport modelling
- provides a comfortable and accessible bridge grade for all users

- does not impact on existing character houses, or require resumption of private homes
- has strong support from the community and key stakeholders.

In addition, Option A connecting Guyatt Park to Orleigh Park (near Morry Street) has been identified as the preferred alignment for the SLWEGB.

Council will prepare a concept design and preliminary business case for each project based on the preferred alignments, for further discussion with the community in the second half of 2021. The Option B and C alignments presented during consultation for each project will not be progressed.

In preparing the concept designs and business cases, Council will further investigate the benefits, impacts and costs of the TWEGB and SLWEGB, and will consider the potential bridge form and structure, transport and economic benefits, property impacts, constructability, and how each bridge will integrate with the surrounding environment.

Through this process, Council will also continue to engage with the owners of private property required for the TWEGB (600 Coronation Drive, Toowong) to ensure their planning considers the requirements of the bridge landing.

Council expects to complete the detailed business cases for these green bridges by late 2021, which will be discussed with the Queensland and Australian governments to help determine the next steps for these projects, including potential funding and delivery timeframes.

Continued feedback will play a critical role in developing each project, including design treatments and ongoing connections to the city-wide walking and cycling network. Council will continue to keep local residents and key stakeholders informed about the projects as they progress.

Appendix A. List of key stakeholders

Groups	Stakeholders
Directly affected property owners	Owners of: <ul style="list-style-type: none"> • 32 Archer Street, Toowong • 50 Archer Street, Toowong • 600 Coronation Drive, Toowong • Lessee of South Brisbane Sailing Club, Orleigh Park, West End
Elected representatives	<ul style="list-style-type: none"> • Cr Jonathan Sri, The Gabba Ward • Cr James Mackay, Walter Taylor Ward • Amy MacMahon MP, State Member for South Brisbane • Michael Berkman MP, State Member for Maiwar • Julian Simmonds MP, Federal Member for Ryan • Terri Butler MP, Federal Member for Griffith
Corridor stakeholders	<ul style="list-style-type: none"> • Residents, businesses and property owners on Archer Street and Glen Road, Toowong • Residents, businesses and property owners on Forbes Street, Drury Street, Ferry Road and Hill End Terrace, West End • Pedestrians • Cyclists • Scooter and mobility device users • Motorists • Commuters • Taxi and rideshare operators • Users with accessibility needs • Utility providers including Telstra and Energex
Community, business and advocacy groups	<ul style="list-style-type: none"> • Bicycle User Groups (Brisbane CBD, East, West and UQ) • Bicycle Queensland • Brisbane Residents United • Business South Bank • Cancer Council of Queensland • Engineers Australia • Kurilpa Futures • Link-Up (Qld) – Cranbrook Place • Park IT (Park in Toowong) • Queensland Walks • RACQ • Space4Cycling • Toowong Residents Group • Toowong Village • Turrbal Association • West End Community Association • West End Traders Association
River users	<ul style="list-style-type: none"> • Brisbane and GPS Rowing Club

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Groups	Stakeholders
	<ul style="list-style-type: none">• Rowing Queensland• South Brisbane Sailing Club• Toowong Rowing Club• West End Canoe Club• Boat / cruise operators• Residents with private moorings
Education providers	<ul style="list-style-type: none">• Brisbane Boy's College• University of Queensland
Government departments and agencies	<ul style="list-style-type: none">• Active Transport Advisory Committee• Cross River Rail Delivery Authority• Department of Transport and Main Roads / TransLink• Department of Environment and Science• Department of Tourism, Innovation and Sport• Department of State Development, Infrastructure, Local Government and Planning• Maritime Safety Queensland• Queensland Police Service• Queensland Fire and Emergency Services• Queensland Ambulance

Appendix A - List of key stakeholders for TWEGB alignment options consultation.

Appendix B. Toowong to West End Green Bridge fact sheets

Toowong to West End Green Bridge

Option A: 600 Coronation Drive to Orleigh Park (near Forbes Street)



Dedicated to a better Brisbane

The Toowong to West End Green Bridge will provide a new walking and cycling link between the growing West End community and the Toowong Centre, rail and ferry services.

This new green bridge will:

- offer Toowong residents direct access to markets, restaurants, art and music venues and green space in West End
- link West End residents to shopping, business and health facilities in Toowong
- enable commuters to interchange at Toowong Railway Station, walk across the bridge and access high-frequency bus services to destinations in West End and South Brisbane.

Option A is a proposed alignment that extends from 600 Coronation Drive in Toowong to Orleigh Park (near Forbes Street) in West End.

Summary of option

- Provides comfortable bridge grade for all users.
- Delivers high-quality landing points and user experience.
- Improves connectivity to Toowong Centre, rail services, high-frequency, bus services and Regatta ferry terminal.

Toowong landing

- Creates opportunity for new riverside open space.
- Provides safe off-road access to Bicentennial Bikeway and riverside walking paths.
- Does not impact on nearby character housing.
- Protects and enhances Middenbury House heritage values.
- Partial acquisition of private property required (600 Coronation Drive).

West End landing

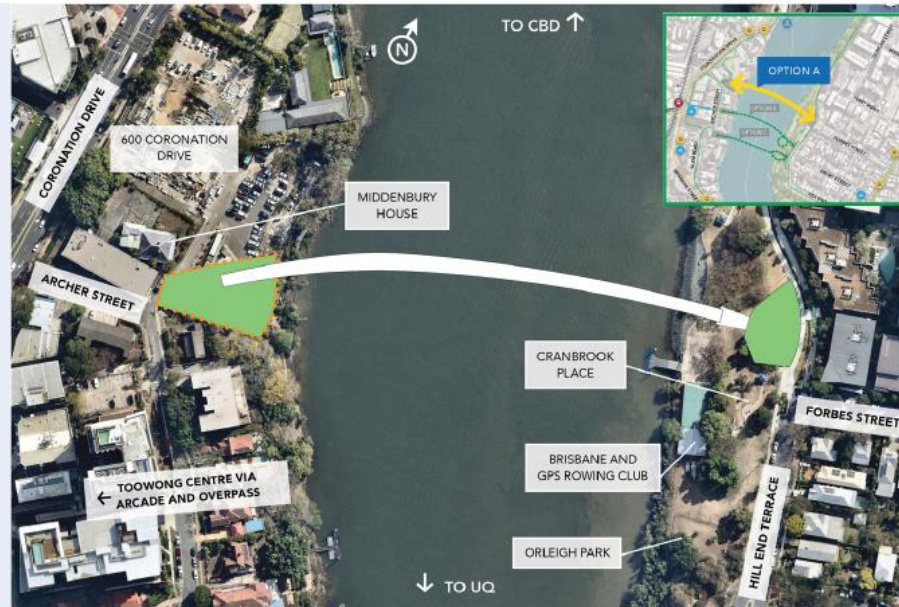
- Provides off-road access to Riverside Drive cycling and walking paths.
- Does not impact Cranbrook Place indigenous heritage site or Brisbane and GPS Rowing Club.
- May impact some established trees in Orleigh Park.
- No private property required.



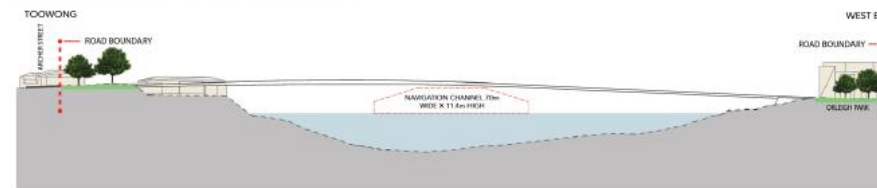
Expected to cater for 3400 trips per day by 2031 and 4600 trips per day by 2041.

Have your say

Brisbane City Council is seeking your feedback on the proposed alignment options for the Toowong to West End Green Bridge. Have your say by visiting brisbane.qld.gov.au and completing our online survey or by attending an upcoming information session.



Elevated view of potential bridge alignment



BRIDGE STRUCTURE INDICATIVE BRIDGE LANDING (INCLUDING LANDSCAPING) PRIVATE PROPERTY REQUIRED

Note: Images are indicative only. This option is subject to further technical investigations and assessment.

Toowong to West End Green Bridge

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Toowong to West End Green Bridge

Option B: Archer Street (mid-block) to Orleigh Park (near Drury Street)



Dedicated to a better Brisbane

The Toowong to West End Green Bridge will provide a new walking and cycling link between the growing West End community and the Toowong Centre, rail and ferry services.

This new green bridge will:

- offer Toowong residents direct access to markets, restaurants, art and music venues and green space in West End
- link West End residents to shopping, business and health facilities in Toowong
- enable commuters to interchange at Toowong Railway Station, walk across the bridge and access high-frequency bus services to destinations in West End and South Brisbane.

Option B is a proposed alignment that extends from Archer Street, in Toowong to Orleigh Park, near Drury Street, in West End.

Summary of option

- Steeper bridge grade for all users compared to Option A.
- No opportunity to create new riverside open space.
- Improves connectivity to Toowong Centre, rail services, high-frequency bus services and Regatta ferry terminal.

Toowong landing

- Good connectivity to Toowong Centre and rail services via the Coronation Drive pedestrian overpass and arcade.
- Connects with the Bicentennial Bikeway via local streets.
- Private property required in Archer Street, Toowong.
- Impacts on character houses and traditional character streetscape.
- Significant visual and amenity impacts to nearby properties.

West End landing

- Direct access to Riverside Drive cycling and walking paths.
- Landing adjacent to low-density character housing.
- May impact established trees and dog off-leash area in Orleigh Park.



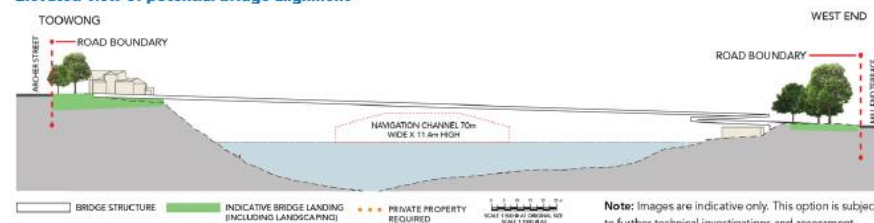
Expected to cater for 3800 trips per day by 2031 and 5100 trips per day by 2041.

Have your say

Brisbane City Council is seeking your feedback on the proposed alignment options for the Toowong to West End Green Bridge. Have your say by visiting brisbane.qld.gov.au and completing our online survey or by attending an upcoming information session.



Elevated view of potential bridge alignment



Note: Images are indicative only. This option is subject to further technical investigations and assessment.

Toowong to West End Green Bridge Option C: Archer Street (near Glen Road) to Orleigh Park (near Drury Street)



Dedicated to a better Brisbane

The Toowong to West End Green Bridge will provide a new walking and cycling link between the growing West End community and the Toowong Centre, rail and ferry services.

- This new green bridge will:
- offer Toowong residents direct access to markets, restaurants, art and music venues and green space in West End
 - link West End residents to shopping, business and health facilities in Toowong
 - enable commuters to interchange at Toowong Railway Station, walk across the bridge and access high-frequency bus services to destinations in West End and South Brisbane.

Option C is a proposed alignment that extends from Archer Street, near Glen Road, in Toowong to Orleigh Park, near Drury Street, in West End.

Summary of option

- Steeper bridge grade for all bridge users compared to Option A.
- Good connectivity to Toowong Centre, rail services and high-frequency bus services.
- Significant visual and amenity impacts to nearby properties.
- No opportunity to create new riverside open space.

Toowong landing

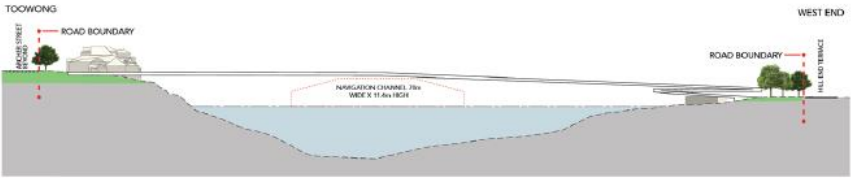
- Private property required in Archer Street, Toowong.
- Access to Regatta ferry terminal less convenient than Option A and B.
- Connects to Bicentennial Bikeway via local streets.
- Impacts to traditional character streetscape.

West End landing

- Direct access to Riverside Drive cycling and walking paths.
- May impact some established trees in Orleigh Park.
- Landing adjacent to low-density character housing.



Elevated view of potential bridge alignment



BRIDGE STRUCTURE INDICATIVE BRIDGE LANDING (INCLUDING LANDSCAPING) PRIVATE PROPERTY REQUIRED Note: Images are indicative only. This option is subject to further technical investigations and assessment.



Expected to cater for 3700 trips per day by 2031 and 5000 trips per day by 2041.

Have your say

Brisbane City Council is seeking your feedback on the proposed alignment options for the Toowong to West End Green Bridge. Have your say by visiting brisbane.qld.gov.au and completing our online survey or by attending an upcoming information session.






Brisbane City Council
GPO Box 1434
Brisbane Qld 4001

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