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# St Lucia to West End Green Bridge

# Alignment Options

# Consultation Report

# May 2021

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## 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 St Lucia to West End Green Bridge (SLWEGB) will make it easier to walk and cycle between St Lucia, the University of Queensland (UQ), West End, Highgate Hill and the CBD. Together with the Toowong to West End Green Bridge (TWEGB), 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 SLWEGB for the community to provide feedback on:

* Option A – Guyatt Park, St Lucia to Orleigh Park, West End
* Option B – Munro Street, St Lucia to Ryan Street, West End
* Option C – Keith Street, St Lucia to Boundary 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 St Lucia, Toowong 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 1900 people provided feedback on the SLWEGB, including 1517 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 SLWEGB and each alignment option, as well as key issues for consideration during the next phase of the project. Overall, feedback included:

* general positive support for Option A (Guyatt Park to Orleigh Park), with 64% of survey respondents completely or somewhat supportive of this alignment
* requests for impacts to green space at landing locations to be minimised, with some residents objecting to any impacts to Guyatt Park
* limited support for Option B (Munro Street to Ryan Street) and some support for Option C (Keith Street to Boundary Street), with concerns from some residents about the impacts of these alignments on local communities, particularly in relation to private property requirements
* some residents don’t see the SLWEGB as a priority, or made suggestions for other projects in the local area
* interest in more information being made available, including a business case, to outline the demand for the SLWEGB and the benefits it will deliver.

Following initial technical investigations and feasibility assessments, and the outcomes of community consultation, Option A connecting Guyatt Park to Orleigh Park (near Morry Street) has been identified as the preferred alignment for the SLWEGB.

This alignment has been selected because it:

* provides direct connectivity to high-frequency public transport, including CityGlider and CityCat services
* would attract substantially higher patronage compared to other options, based on initial transport modelling
* enhances access to riverside green space on both sides of the river
* integrates with riverside recreation and active transport networks
* provides a comfortable bridge grade for all users, compared to other options
* does not require resumption of private homes or property
* enhances walking and cycling access to UQ from West End via Macquarie Street, St Lucia
* has positive support from the community and key stakeholders, noting careful consideration will need to be given to managing impacts on existing green space at Guyatt Park and Orleigh Park.

In addition, 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 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 design and preliminary business cases, Council will further investigate the benefits, impacts and costs of the SLWEGB and TWEGB, 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.

## 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 SLWEGB will cater for pedestrians and cyclists and create a vital active travel network between the growing communities in West End and St Lucia as well as UQ.

Feedback from the community has played a critical role in the development of the SLWEGB 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 SLWEGB. 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 TWEGB. A separate report has been prepared to outline the outcomes of consultation on the TWEGB. Where consultation activities or feedback received related to both projects, it has been included in this report.

### Purpose of this report

This report has been prepared to outline the results of community consultation on the SLWEGB 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 SLWEGB 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 SLWEGB 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 SLWEGB.

## Background

### 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.

This is an indicative map which shows the locations of the new green bridges at Breakfast Creek, Kangaroo Point to CBD, Toowong to West End and St Lucia to West End.

Figure 1 - Green bridge locations.

### About the St Lucia to West End Green Bridge

The SLWEGB will make it easier to walk and cycle between St Lucia, UQ, West End, Highgate Hill and the CBD. This new green bridge will:

* improve active transport connections to St Lucia and UQ, particularly from the inner south, inner west and CBD
* deliver greater accessibility to public transport for St Lucia residents, including high-frequency bus services in West End travelling to the CBD and Fortitude Valley
* create a more direct route between the Bicentennial Bikeway and UQ.

#### Background

Initial consultation on the SLWEGB 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 the corner of Keith and Macquarie streets at St Lucia across the Brisbane River to the southern end of Boundary Street at West End. The purpose of presenting a proposed alignment during this phase was to raise awareness about the SLWEGB, 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* reportwhich is available on Council’s website. Feedback indicated approximately 50% of survey respondents would use the SLWEGB 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 SLWEGB 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.

#### Overview of the alignment options

Throughout 2020, Council undertook a range of technical investigations and studies on potential alignments and landing locations for the SLWEGB. 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**.

| Alignment options | |
| --- | --- |
| **Option A: Guyatt Park, St Lucia to Orleigh Park, West End** | |
| Summary of option | * Connects to high-frequency bus services and ferry services on both sides of the river. * No private property requirements or impacts on character housing. * Enhances access to riverside green space on both sides of the river. * Integrates with the river loop cycling and walking network. * Provides a comfortable bridge grade for all bridge users. |
| Overview of St Lucia landing | * Provides high-quality landing and user experience. * Provides opportunity to enhance existing park and improve pathways. * May impact established trees and park infrastructure in Guyatt Park. |
| Overview of West End landing | * Enhances walking and cycling access to UQ for West End residents. * Provides opportunity to enhance existing park and improve pathways. * May impact established trees and park infrastructure in Orleigh Park. |
| Expected patronage | By 2031: 4000 trips per day. By 2041: 4600 trips per day. |
| **Option B: Munro Street, St Lucia to Ryan Street, West End** | |
| Summary of option | * No opportunity to create high-quality landing locations. * Does not impact on existing green space. * Limited connectivity to public and active transport network. * Impacts on streetscape character of Munro and Ryan streets. * Significant visual and amenity impacts to nearby properties. |
| Overview of St Lucia landing | * Potential impacts to street parking on Munro Street. * Potential impact to property access on Munro Street. |
| Overview of West End landing | * Multiple private properties required in Ryan Street. * Potential impacts to street parking on Ryan Street. * Landing adjacent to low-density and character housing. |
| Expected patronage | By 2031: 1600 trips per day. By 2041: 1900 trips per day. |
| **Option C: Keith Street, St Lucia to Boundary Street, West End** | |
| Summary of option | * Limited access to high-frequency public transport. * Good walking and cycling connectivity between West End and UQ. * Steeper bridge grade for all bridge users. |
| Overview of St Lucia landing | * May impact established trees and green space. * Potential impacts to parking and property access on Macquarie Street. |
| Overview of West End landing | * Significant impacts to existing streetscape. * Multiple private properties required. * Landing adjacent to low-density and character housing. |
| Expected patronage | By 2031: 2400 trips per day. By 2041: 2800 trips per day. |

Table 1 - SLWEGB alignment options.

The is an aerial street map of Brisbane showing the suburbs of St Lucia, West End and Highgate Hill, along with the Brisbane River. 

The map highlights three green bridge alignment options. 

Option A for the St Lucia to West End Green Bridge extends from Guyatt Park, in St Lucia to Orleigh Park, in West End. 

Option B for the St Lucia to West End Green Bridge extends from Munro Street in St Lucia to Ryan Street, in West End.

Option C for the St Lucia to West End Green Bridge extends from Keith Street, near Macquarie Street, in St Lucia to Boundary Street, in West End.


Figure 2 - SLWEGB proposed alignment options.

### Key stakeholders

The SLWEGB project area comprises the suburbs of St Lucia, West End and Highgate Hill, along with the St Lucia 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 SLWEGB
* **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.**

#### Directly affected property owners

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

|  |  |
| --- | --- |
| Alignment option | Directly affected properties |
| Option A: Guyatt Park to Orleigh Park | * No directly affected private properties |
| Option B: Munro Street to Ryan Street | * 111 Ryan Street, West End * 113 Ryan Street, West End |
| Option C: Keith Street to Boundary Street | * 1 Paradise Street, Highgate Hill * 242 Boundary Street, West End * 244 Boundary Street, West End * 1 Dudley Street, Highgate Hill |

Table 2 - Directly affected properties.

### Previous engagement activities

The table below outlines the previous communication and engagement activities undertaken for the SLWEGB. 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 *Living in Brisbane* 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 SLWEGB extending from the corner of Keith and Macquarie streets at St Lucia across the Brisbane River to the southern end of Boundary 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 *Initial Consultation Outcomes* 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 SLWEGB and TWEGB would be progressed as pedestrian and cycling connections only. | Late March 2020 |

Table 3 - Previous engagement activities.

## Consultation approach

### Purpose and objectives

The purpose of the consultation program was to present three shortlisted alignment options and landing locations for the SLWEGB 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 SLWEGB project and its benefits.

### 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.**

**Commence consultation period:**

* Project newsletter distributed
* Updated website content
* 6 x pop-up events
* Social media and advertising
* Stakeholder notifications

**Announce SLWEGB and TWEGB shortlisted alignment options:**

* Engagement with directly affected property owners
* Release information about alignment options for SLWEGB and TWEGB

**Receive feedback:**

* 2 x online surveys
* 6 x community information sessions
* Meetings with key stakeholders
* 1800 project hotline
* Project inbox
* Formal correspondence

**Consultation period concludes:**

* Issue close-out communications
* Review and analyse all feedback and survey results
* Prepare consultation report

Figure 3 - Consultation process.

### Timeframes

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

## Communication activities

### Communication tools

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

#### 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 SLWEGB alignment options, requesting a meeting prior to the formal consultation period. | * 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 SLWEGB and TWEGB including project background, benefits and timings, details of each alignment option and how to provide feedback. | * 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 and Walter Taylor Ward Offices |
| **Project flyer** | A DL flyer was produced to promote the SLWEGB and TWEGB projects, raise awareness around the consultation period and encourage people to have their say. | * 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 SLWEGB and TWEGB. | * Distributed to households across Brisbane * Council website |

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

#### Digital communications

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

| Activity | Description | Distribution channel/s |
| --- | --- | --- |
| **Council website** | The SLWEGB webpage was updated with project information including:   * 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. | * Promoted via all communication channels |
| **Online feedback survey** | An online survey enabled the community to provide feedback on the proposed alignment options for the SLWEGB. 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. | * 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 WEGB community consultation program. This email update also included other updates related to the KPGB and BCGB. | * 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. | * 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. | * 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 SLWEGB and TWEGB. | * 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. | * Email |
| **Briefing notes** | Briefing notes were issued to The Gabba and Walter Taylor Ward Councillors. | * Email |
| **Internal Council channels** | Community consultation opportunities for the SLWEGB and TWEGB were promoted on Council’s internal communication channels, encouraging Council staff to have their say. | * 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).

#### 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** | Fact sheets were developed for each SLWEGB alignment option. Each fact sheet has detailed information on the alignment option including:   * an aerial map of the alignment and landing locations * summary of benefits, impacts and opportunities * elevated view of the bridge alignment * expected patronage figures.   Each fact sheet has been included in **Appendix B.** | * Community information sessions * Stakeholder briefings * Council website |
| **Consultation posters** | The following A1 posters were developed to provide information about the project:   * 3 x SLWEGB alignment option fact sheets * 3 x SLWEGB alignment option maps * 1 x map with all SLWEGB alignment options * 1 x map with all TWEGB and SLWEGB alignment options * 1 x SLWEGB and TWEGB project overview. | * Community information sessions * Stakeholder briefings * Council website |
| **Pull-up banner** | A pull-up banner was produced for use at community and stakeholder events. | * Community information sessions |
| **A-frame signage** | A-frame signage encouraging people to have their say on the SLWEGB and TWEGB was produced for use at community consultation events. | * Pop-up events * Community information sessions |
| **Artist’s impressions** | Indicative concept images of landings for the SLWEGB and TWEGB were released to assist the community in understanding the potential design of the landing locations. | * Media * Council website * Social media * Consultation posters |
| **Contact Centre scripting** | 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. | * Contact Centre staff |
| **Contact cards** | Business cards with project team contact details and the web address were utilised for distribution at engagement events and stakeholder briefings. | * 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).

### Media and social media

#### Traditional media coverage

On 23 November 2020, the shortlisted alignment options were announced for the SLWEGB and TWEGB. 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).

#### 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).

#### Social media coverage

Key stakeholders, including elected representatives, advocacy and interest groups, media outlets and members of the local community raised awareness of the SLWEGB and TWEGB 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.

| Date | Outlet | Platform | Content summary | Reach |
| --- | --- | --- | --- | --- |
| 24 November 2020 | Team Schrinner | Twitter | Lord Mayor Adrian Schrinner’s Green Bridge Program is blazing Brisbane’s path towards economic recovery. | 6K |
| 25 November 2021 | Bicycle Queensland | Facebook | Brisbane City Council has released the next stage of consultation 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 |
| 10 December 2020 | Brisbane Times | Twitter | West End family leads resident campaign against SLWEGB. | 289K |
| 7 February 2021 | Courier Mail | Twitter | West End locals say Council’s three green bridge options are pitting residents against each other. | 150K |
| 19 February 2021 | Jonathan Sri, Councillor for The Gabba Ward | Facebook | A new bridge from St Lucia to West End would couple conveniently with the existing Eleanor Schonell green bridge. | 23K |
| 24 February 2021 | Michael Berkman MP – State Member for Maiwar | Facebook | Councillor Jonathan Sri has kicked off three online polls to help guide our decision making for Council’s proposed walking and cycling bridges. | 12K |
| 1 March  2021 | Queensland Greens | Facebook | Thanks to everyone who came along to the community forum about the two proposed green bridges from Toowong to West End and St Lucia to West End. | 32K |
| 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 |
| 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).

#### Council website

The GBP webpages were updated on 23 November 2020 at the start of the consultation period. The SLWEGB 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 7,577 unique page views on the SLWEGB webpage, and a total of 42,683 unique page views across all GBP webpages.

### Reach of communication activities

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

| 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 advertising | 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).

## 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 SLWEGB and TWEGB.

### Summary of participation across all activities

A summary of participation across all formal consultation activities for the SLWEGB 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 – SLWEGB | 1517 completed responses |
| Community information session attendees – SLWEGB and TWEGB combined | 565 attendees |
| Community information session feedback – SLWEGB | 202 feedback forms |
| Pop-up events – SLWEGB and TWEGB combined | 479 flyers distributed |
| Stakeholder briefings and property owner meetings – SLWEGB | 14 briefings / meetings |
| Detailed written submissions – SLWEGB | 26 formal submissions |
| Calls to the project hotline – SLWEGB  (1800 318 166) | 20 calls |
| Emails received to the project inbox with feedback – SLWEGB  [GreenBridges@brisbane.qld.gov.au](mailto:GreenBridges@brisbane.qld.gov.au) | 178 feedback emails |
| Other correspondence received by the Lord Mayor and local Councillors – SLWEGB | 49 pieces of correspondence |
| Registrations for GBP email updates | 204 registrations |

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

### Online feedback survey

An online survey enabled the community to provide feedback on the proposed alignment options for the SLWEGB. 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 1517 completed responses to the SLWEGB survey. Refer to Section 8 for the detailed results from the online survey, along with demographics of survey respondents.

### Community information sessions

During the consultation period, six community information sessions were held at local venues located near the proposed landing locations for the SLWEGB and TWEGB. Across all sessions there were 565 attendees and 202 feedback forms completed for the SLWEGB.

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 SLWEGB and TWEGB.

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 | Attendees | SLWEGB feedback forms |
| --- | --- | --- | --- | --- |
| 28 November 2020 | 9am-12 noon | Toowong Library, Toowong | 100 | 25 |
| 2 December 2020 | 4-7pm | Kurilpa Hall, West End | 35 | 20 |
| 5 December 2020 | 6am-2pm | Davies Park Markets, West End | 200 | 60 |
| 9 December 2020 | 4-7pm | St Lucia Bowls Club, St Lucia | 70 | 30 |
| 10 December 2020 | 4-7pm | South Brisbane Sailing Club, West End | 130 | 43 |
| 12 December 2020 | 9am-12 noon | Toowong Rowing Club, St Lucia | 30 | 24 |
| **Total** | | | **565** | **202** |

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

### Pop-up events

During the consultation period, six pop-up events for the SLWEGB and TWEGB 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).

### Key stakeholder meetings and briefings

#### Directly affected property owners

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

| Date | Activity |
| --- | --- |
| 19 November 2020 | Phone call with owner of 1 Dudley Street, Highgate Hill |
| 20 November 2020 | Meeting with owners of 244 Boundary Street, West End |
| 23 November 2020 | Meeting with owners of 242 Boundary Street, West End |
| 25 November 2020 | Meeting with owners of 111 Ryan Street, West End |
| 30 November 2020 | Meeting with owners of 113 and 111 Ryan Street, West End |
| 16 December 2020 | Meeting with owners of 1 Paradise Street, Highgate Hill |
| **Total number of meetings: 6** | |

Table 15 - Directly affected property owner meetings (November 2020 to March 2021).

#### Other key stakeholders

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

| Date | Activity |
| --- | --- |
| 27 November 2020 | Briefing to Cr Jonathan Sri, The Gabba Ward |
| 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 |
| **Total number of briefings: 8** | |

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

### Formal submissions

During the consultation period, 26 formal written submissions in relation to the SLWEGB were received from directly affected property owners, key stakeholder groups and elected representatives.

| Stakeholder | Bridge / option | Date received |
| --- | --- | --- |
| Relative to owner of 1 Paradise Street, Highgate Hill and 242 Boundary Street, West End | SLWEGB –  Option C | 25 November 2020 |
| Owner of 1 Paradise Street, Highgate Hill and 242 Boundary Street, West End | SLWEGB –  Option C | 25 November 2020 |
| Kurilpa Futures – initial submission | SLWEGB & TWEGB | 1 December 2020 |
| Toowong Residents Group | SLWEGB & TWEGB | 8 December 2020 |
| Relative to owner of 111 and 113 Ryan Street, West End | SLWEGB - Option B | 17 December 2020 |
| Brisbane CBD Bicycle User Group | SLWEGB & TWEGB | 10 February 2021 |
| West End Traders Association | SLWEGB –  Option C | 8 March 2021 |
| Relative to owner of 244 Boundary Street, West End | SLWEGB –  Option C | 10 March 2021 |
| Owner of 244 Boundary Street, West End | SLWEGB –  Option C | 10 March 2021 |
| RACQ | SLWEGB & TWEGB | 26 March 2021 |
| Bicycle Queensland | SLWEGB & TWEGB | 26 March 2021 |
| Kurilpa Futures – final submission | SLWEGB & TWEGB | 27 March 2021 |
| West End Traders Association | SLWEGB | 29 March 2021 |
| Relative to owner of 1 Paradise Street, Highgate Hill and 242 Boundary Street, West End | SLWEGB –  Option C | 29 March 2021 |
| Cancer Council Queensland | SLWEGB & TWEGB | 30 March 2021 |
| Brisbane West Bicycle User Group | SLWEGB & TWEGB | 30 March 2021 |
| Space for Cycling Brisbane | SLWEGB & TWEGB | 31 March 2021 |
| Queensland Walks | SLWEGB & TWEGB | 31 March 2021 |
| Michael Berkman MP, State member for Maiwar | SLWEGB & TWEGB | 31 March 2021 |
| Cr Jonathan Sri, The Gabba Ward and Amy MacMahon MP, State member for South Brisbane - interim submission | SLWEGB & TWEGB | 31 March 2021 |
| South Brisbane Sailing Club - final submission | SLWEGB & TWEGB | 31 March 2021 |
| West End Community Association | SLWEGB & TWEGB | 31 March 2021 |
| Engineers Australia | SLWEGB & TWEGB | 1 April 2021 |
| Representatives from Rowing Queensland, South Brisbane Sailing Club, Sailing Australia and West End Canoe Club | SLWEGB & TWEGB | 1 April 2021 |
| Park IT Community Group | SLWEGB & TWEGB | 1 April 2021 |
| Brisbane Residents United | SLWEGB & TWEGB | 1 April 2021 |
| **Total number of submissions: 26** | | |

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

### Other correspondence

During the consultation period, an additional 247 pieces of feedback regarding the SLWEGB were received via the Lord Mayor, Chair of Public and Active Transport, and local ward offices, and the GBP inbox and hotline.

| Feedback channel | Pieces of feedback |
| --- | --- |
| Correspondence to Lord Mayor, Chair of Public and Active Transport and other Councillors | 49 |
| Emails to GBP inbox | 178 |
| Calls to GBP hotline | 20 |
| **Total pieces of other correspondence** | **247** |

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

### 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.

#### Meetings and forums

Events held by community members and elected representatives to discuss the SLWEGB and TWEGB and seek independent feedback from residents are outlined in 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 SLWEGB and TWEGB. | Davies Park Markets, West End |
| 20 February 2021 | Community meeting led by the Friends of Guyatt Park group to discuss potential impacts from SLWEGB Option A (Guyatt Park to Orleigh Park). | Guyatt Park, St Lucia |
| 27 February 2021 | Public forum led by Cr Jonathan Sri, Amy MacMahon MP and Michael Berkman MP regarding alignment options for the SLWEGB and TWEGB. | King George Square, Brisbane City |

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

#### Polls and petitions

Polls and petitions separate to Council’s consultation program developed by elected representatives, community groups and local residents to seek additional feedback from the community, or raise objections to specific alignment options, are summarised in the table below.

| Timing | Organiser | Petition / poll description |
| --- | --- | --- |
| Commenced 27 November 2020 (estimated) | Ross Leondiou | *Stop Mega Bridge –* Petition opposing SLWEGB Option C (Keith Street to Boundary Street) |
| Unknown when petition launched | Aleko Paltoglou | Petition opposing SLWEGB Option C (Keith Street to Boundary Street).  Note – *this petition combines the above Stop Mega Bridge petition with a separate hard copy petition – both opposing SLWEGB Option C* |
| Commenced 12 December 2020 (estimated) | David Pincus | *Protect Guyatt Park* – Petition opposing SLWEGB Option A (Guyatt Park to Orleigh Park) to protect green space |
| Commenced 23 November 2020 (estimated) | Cr James Mackay, Walter Taylor Ward | *Make a submission and sign the petition about Council’s proposed bridge alignment through Guyatt Park* – online form to make a submission about SLWEGB with option to sign petition opposing Option A (Guyatt Park to Orleigh Park) |
| Commenced late December 2020 / early January 2021 (estimated) | Save Macquarie Street | *No Green Bridge in Munro Street - Save Macquarie Street* – Petition opposing SLWEGB Option B (Munro Street to Ryan Street) with link to online survey encouraging respondents to make SLWEGB Option B their third preference |
| Green Bridges project team received 28 March 2021 | Dr R. A. Cage | Petition opposing the proposed SLWEGB. |
| Commenced late December 2020 / early January 2021 (estimated) | Save Macquarie Street | *No Green Bridge from West End to St Lucia –* Petition opposing any bridge between St Lucia to West End and raising concerns about the online survey process |
| Green Bridges project team received 28 March 2021 | Dr R. A. Cage | Petition opposing SLWEGB Option B (Munro Street to Ryan Street) |
| 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:   * Need for both SLWEGB and TWEGB * SLWEGB preferred bridge locations or preference for no bridge * TWEGB preferred bridge locations or preference for no bridge |

Table 20 - Summary of polls and petitions undertaken (November 2020 to April 2021).

## Summary of feedback

### Analysis of key feedback themes

Throughout the consultation period, Council received a number of general comments and questions about the SLWEGB 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 SLWEGB included:

* general positive support for Option A (Guyatt Park to Orleigh Park), with 64% of survey respondents completely or somewhat supportive of this alignment
* requests for impacts to green space at landing locations to be minimised, with some people objecting to any impacts to Guyatt Park
* limited support for Option B (Munro Street to Ryan Street), with 22% of survey respondents completely or somewhat supportive of this alignment, and many people concerned about its lack of connectivity to the broader transport network and impacts on local residents
* some support for Option C (Keith Street to Boundary Street), with 35% of survey respondents completely or somewhat supportive of this alignment, and concerns raised about its impacts on local communities, particularly in relation to private property requirements
* some residents don’t see the SLWEGB as a priority, or made suggestions for other projects in the local area
* interest in more information being made available, including a business case, to outline the demand for the SLWEGB and the benefits it will deliver.

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 property owners, and the need for more information about specific elements of the project including the project need, transport modelling, cost and benefits.

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.

#### Overarching feedback on the SLWEGB

| Feedback theme | Summary |
| --- | --- |
| **Overall support** | Feedback indicated general positive support for the SLWEGB, with a number of people stating the bridge would:   * reduce travel times between West End, St Lucia and UQ * provide more direct walking and cycling connections between key destinations * increase access to riverfront green space for residents in West End, Highgate Hill and St Lucia * allow cyclists and walkers to avoid hilly terrain in West End, Highgate Hill, Dutton Park, and St Lucia * cater for growing demand from e-scooters and e-bikes. |
| **Project need** | Some people were not supportive of the SLWEGB and do not believe a new green bridge is needed or had no preference for any of the alignment options. Specific concerns raised included:   * insufficient demand for improved walking / cycling access between St Lucia and West End * demand for the green bridge does not justify compulsory acquisition of private property or impact on existing green space * residents in both areas already have sufficient access to ferry services, bus services and the Eleanor Schonell Bridge to travel across the river * high cost of permanent fixed infrastructure compared to other more flexible solutions (e.g. improved ferry services) * a green bridge will not sufficiently address traffic congestion in St Lucia * the bridge will increase congestion in existing quiet residential areas, and cause noise and safety issues for local residents. |
| **Requests to minimise any impacts on local residents / businesses and the environment** | Many local residents identified issues they would like Council to consider through the development of the SLWEGB. These included:   * protecting the character of existing green spaces, particularly Guyatt Park and Orleigh Park * resumption of private homes should be avoided if possible * minimising impacts to river views and amenity * managing congestion and parking impacts on local streets * maintaining the unique local character of West End and St Lucia, including concerns around additional high-density development and increased traffic * managing any impacts on the security and safety of local residents.   Some people also raised concerns about the potential impact of the SLWEGB on property prices and land values. |
| **Design elements** | Some people provided design suggestions for Council to consider during future stages of project planning. These included:   * minimise use of concrete / hard surfaces at landings, particularly in existing green spaces * ensure a high level of accessibility for all age groups and user types * bridge design should fit in with the existing character of the local area * suggestions for a simple, unobtrusive, minimalist design and consistency with other new bridges * separated pathways for pedestrians and cyclists / scooters * safety measures to manage the speed of cyclists / scooters at landing locations and ongoing connections * avoid the use of pylons to minimise impacts on river users, flooding and existing vegetation. |
| **Impacts on river users** | Existing river users, including sailing and rowing clubs, identified the need to consider the following issues during project planning and design:   * safety of rowers, sailors and canoeists, particularly children and young people, including the placement of pylons to avoid impacting navigation channels * the height of the bridge to cater for all existing river users * regular and timely communication to river users about construction impacts * concerns the new green bridges favour commuter / recreational cyclists over other users of the river. |
| **Project timing** | There was also general interest in the timing for construction of the SLWEGB and when a decision would be made about a final alignment.  Some people provided feedback that the SLWEGB was not a priority and that Council should focus on delivering the TWEGB, before deciding to proceed with the SLWEGB. |
| **Suggestions for other projects** | Some people would prefer Council invest in other projects in the local area instead of the SLWEGB. Suggestions included:   * a bridge that can accommodate general vehicle traffic to improve travel times between West End and the inner western suburbs * a bridge that can accommodate buses or light rail (at opening or in the future) * a bridge connecting Yeronga to UQ * new riverwalk connections between St Lucia and Toowong, or West End and Dutton Park, to avoid hilly terrain on existing routes * improved ferry services and infrastructure, including:   + a new ferry terminal at Victoria Street, West End that can accommodate CityCat services   + a cross-river (KittyCat) ferry service between Boundary Street and UQ * dedicated active transport lanes on Sir Fred Schonell Drive * funding for local arts, entertainment or green space projects * upgrades to the traffic network in the western suburbs, including a mass transit corridor from Kenmore / Indooroopilly to the CBD. |
| **Consultation process** | Some people provided feedback on the timing and nature of the consultation process. Specific concerns included:   * requests for an extended consultation period, to allow more time for people to provide feedback * requests 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, and the potential for community division * 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 / further investigations** | Some people requested more detailed information or for investigations to be completed in order to adequately provide feedback. These included requests to:   * undertake and publish a detailed business case and economic / transport modelling before confirming an alignment * demonstrate how the findings of the Queensland Government’s *South Brisbane Transport and Mobility Study* are being implemented * provide data about the costs and difference between alignment options * 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. |

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

#### Feedback on Option A (Guyatt Park to Orleigh Park)

| Feedback theme | Summary |
| --- | --- |
| **Overall feedback on alignment** | Overall, the majority of feedback indicated positive support for Option A compared to Options B and C. However, some people strongly object to this alignment, particularly local residents concerned about impacts to Guyatt Park.  Feedback in support of this alignment included:   * provides good connectivity to existing walking and cycling paths, and enhances the river loop * improves access to high-frequency bus services to South Brisbane and the CBD for St Lucia residents * avoids the need for compulsory acquisition of private properties, and reduced impact on character of local streets compared to other options * provides a ‘park to park’ connection for residents on either side of the river * provides a flatter and more comfortable bridge grade and better access compared to other alignment options * connects the high-density Montague Road section of West End with UQ, and St Lucia residents with dining, entertainment and retail options in West End * combined with the TWEGB, provides a ‘two bridge’ connection between Toowong and UQ * based on expected patronage, is considered the most feasible and ‘logical’ option * interest in the impacts of construction on West End and Guyatt Park ferry terminals.   Feedback objecting to this alignment primarily relates to impacts to Guyatt Park. This includes concerns about:   * loss of valued and popular community green space, with limited other options for residents in St Lucia * impacts of increased cyclist traffic and safety issues, particularly for children * removal of existing park facilities such as playgrounds, BBQ and seating areas * reduced access to the riverfront and key views * impacts on existing vegetation and fauna species * stability of riverbank and ability to support bridge landing.   Some people also provided feedback that this alignment:   * duplicates existing CityCat services between West End and St Lucia, which some people believe are currently underutilised * does not provide direct or good connectivity to UQ for West End residents. |
| **Feedback on St Lucia landing (Guyatt Park)** | Overall, feedback indicated Guyatt Park is a popular and well-loved community asset. Many people are supportive of a bridge landing in Guyatt Park provided impacts are minimised as much as possible, while some people objected to any bridge landing in Guyatt Park.  Feedback indicated general interest in:   * area of park impacted by the landing, and requirements to upgrade / widen cycling and walking paths * how the bridge landing would be integrated into the park, and details of sensitive design solutions * whether Council has investigated a bridge landing on the other side of Guyatt Park (upstream of ferry terminal) or on private property adjacent to the park * impacts to recent upgrades to playgrounds and other facilities, and if these would be replaced / reinstated * whether new green space could be provided in the local area to mitigate the impacts of the green bridge.   Some local residents also raised concerns about:   * impacts on neighbouring properties in Hiron Street, including increased noise and light, and reduced privacy * suitability of Macquarie Street for increased cyclist numbers, due to narrow footpaths, and existing parking and safety issues. |
| **Feedback on West End landing (Orleigh Park)** | Some people provided feedback about the impacts of Option A on Orleigh Park and nearby residents. Feedback included:   * request to offset any losses to green space, with suggestions to expand Davies Park, provide a new green space on the Kurilpa Peninsula, or at 600 Coronation Drive in Toowong * design and construction should minimise impacts to heritage elements of park, and existing trees, mangroves, and bird species.   Some residents in surrounding streets raised concerns about the visual impacts of Option A, potential for increased noise and light pollution, and impacts to quiet amenity of neighbourhood. |

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

#### Feedback on Option B (Munro Street to Ryan Street)

| Feedback theme | Summary |
| --- | --- |
| **Overall feedback on alignment** | Overall, there was very limited support for Option B, with the majority of feedback indicating it would not provide a useful or attractive connection for pedestrians and cyclists.  Feedback included:   * poor connectivity to the existing active and public transport network, and key destinations, particularly in West End * expected low patronage does not justify investment * objections to compulsory acquisition of private property for the bridge landing at Ryan Street * concerns about potential impacts to residents in streets adjacent to landings, including removal of street parking, increased cyclist and pedestrian traffic, safety issues, increased noise and impacts to river views.   A small number of people indicated this option could be a ‘compromise solution’ that would avoid impacts to green space and not displace existing residents from private homes. |
| **Feedback on St Lucia landing (Munro Street)** | A number of concerns were raised about the St Lucia landing, particularly by residents on Munro Street and Macquarie Street. These included:   * potential impacts to residents in apartment buildings on Munro Street, including loss of driveway access, impacts of light and increased noise, loss of privacy and security, conflicts between bridge and road users, removal of parking and potential requirement for property modifications * concerns about the stability of the riverbank adjacent to Munro Street, and impacts on existing vegetation.   A small number of people indicated a preference for a bridge landing at Munro Street to avoid impacts to Guyatt Park (Option A). |
| **Feedback on West End landing (Ryan Street)** | A number of concerns were raised about the West End landing, particularly by residents on Ryan Street. Feedback included:   * relatively narrow street not suitable for large numbers of cyclists and pedestrians mixing with other vehicle movements * lack of connectivity to the active transport network or public transport services * potential for loss of street parking and reduced access for waste collection vehicles * potential for increased flooding risk of neighbouring properties * increased pedestrian and cyclist traffic would change the quiet residential character of the neighbourhood * bridge landing could result in increased levels of crime and could reduce property values * concerns about the impacts of construction on residents in Ryan Street.   There was also some interest in whether Council investigated a bridge landing at Carlow Street as an alternative to Ryan Street. |

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

#### Feedback on Option C (Keith Street to Boundary Street)

| Feedback theme | Summary |
| --- | --- |
| **Overall feedback on alignment** | Overall, there was mixed feedback received on Option C. Some people indicated they do not support this alignment, particularly local residents and property / business owners on Boundary Street, Paradise Street, Glenfield Street and Dudley Street in West End and Highgate Hill. Feedback included:   * opposition to compulsory acquisition of private property and relocation of long-term residents for a green bridge * concerns about the scale and size of the bridge structure, particularly at Boundary Street, and impacts on the traditional character and amenity of the local area * concerns about the suitability of the terrain and topography of the West End landing, and safe access to the connecting street network for pedestrians and cyclists * concerns the alignment duplicates the existing Eleanor Schonell Bridge, and would not be an attractive walking or cycling route for many people * opposition to this part of West End becoming a ‘thoroughfare’, with previous proposals for light rail / tram bridge on this alignment being rejected by the community.   Some people were supportive of this alignment providing a direct connection for pedestrians and cyclists between UQ and the Boundary Street precinct, and onwards to the city centre. Feedback included:   * connectivity to study, employment and recreation opportunities at UQ would be improved for people walking and cycling from West End, Highgate Hill and South Brisbane * this alignment option is furthest from the proposed TWEGB, which means it would provide cross-river access to a larger catchment of users and spread demand across both bridges * businesses and traders in Boundary Street would benefit from increased pedestrian traffic * impacts on green space in West End and St Lucia would be reduced compared to Option A * aligns with historical planning / proposals for a bridge at this location.   Some people indicated they would be more supportive of this alignment if it landed closer to the river’s edge at Boundary Street and did not require acquisition of private properties.  There was some general interest in:   * whether a bridge on this alignment would have the potential to cater to light rail / public transport in the future * how local traffic and parking at both landing locations would be impacted by this alignment * what improvements would be required to accommodate the bridge landings (e.g. intersection upgrades, new walking and cycling paths, changes to street / property access, parking changes, new bus routes). |
| **Feedback on St Lucia landing (Keith Street)** | Some people raised concerns about the safety of the bridge landing at Keith Street. Feedback included:   * the intersection of Keith Street and Macquarie Street is very busy and cannot safely accommodate increased numbers of pedestrians and cyclists * safety concerns for children accessing nearby properties, including St Thomas’s Riverview Kindergarten, UQ Childcare Centre, the Rotary International Park and Toowong Rowing Club. |
| **Feedback on West End landing (Boundary Street)** | Many local residents and property owners provided feedback about the proposed landing location on Boundary Street. These included concerns about:   * objections to compulsory acquisition of private properties * impacts on the unique charm and quiet amenity of Hill End, West End and Highgate Hill * the scale / size of the bridge structure and impacts to views and amenity of residents on surrounding streets * lack of connectivity to the existing active and public transport network, with steep and narrow approach streets * potential negative impact on local property prices * potential for increased noise and crime from bridge users * potential for loss of parking space on local streets * access for emergency vehicles during construction * increased cyclist numbers on Dornoch Terrace and Boundary Street, and existing safety issues caused by conflicts between cyclists and vehicles * impacts to businesses and traders on Boundary Street, with potential for increased congestion and loss of parking.   Feedback also indicated some interest in:   * potential impacts to the park and community garden at the end of Boundary Street * recognition of any Indigenous significance of the Boundary Street landing site * whether additional bus services would be added to service the bridge landing, and whether narrow local streets could accommodate them * potential for a bridge landing at the edge of the river with a looped ramp, to reduce impacts on private properties and local residents. |

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

### Formal submissions

Through the consultation period, Council received a total of 26 formal submissions on the SLWEGB, some of which also included feedback on the TWEGB. This included submissions from directly affected property owners, elected representatives. adjacent property owners, advocacy groups, and industry bodies. Submissions received have been summarised and outlined in the table below.

| Date | Summary of submission |
| --- | --- |
| 25 November 2020 | **Owner 1 Paradise Street, Highgate Hill**  Feedback regarding the SLWEGB Option C including:   * objects to resumption of private property / family homes * concerned about impact on family memories / history and future plans * raises a range of deficiencies with Option C including amenity impacts, lack of connection to public transport and cycling routes, safety issues and impacts on local greenspace * additional emails sent 3 and 14 December 2020 with further objections / feedback. |
| 25 November 2020 | **Owner of 242 Boundary Street, West End**  Feedback regarding the SLWEGB Option C including:   * history / background of property ownership and family ties to area * objects to resumption of private property / family homes * concerned about impact on family memories / history and future plans * raises a range of deficiencies with Option C including scale of structure, amenity impacts, lack of connection to public transport and cycling routes, safety issues and impacts on local greenspace * additional email sent to Council on 4 December 2020 with further feedback. |
| 1 December 2020 | **Kurilpa Futures – initial submission**   * 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 *South Brisbane Transport and Mobility Study* will be implemented * Requests for:   + 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 of Cranbrook Place. |
| 8 December 2020 | **Toowong Residents Group**   * Note some community opposition to the SLWEGB Option A, and that Options B and C do not seem well connected to active transport network. |
| 17 December 2020 | **Owner representative of 111 Ryan Street, West End and owner of 113 Ryan Street, West End**   * Objects to the SLWEGB Option B due to impacts to private property, poor connectivity, and limited transport benefits * Suggests SLWEGB Option A is a competent option that minimises impacts on local residents * Suggests SLWEGB Option C is historical alignment for proposed bridge crossing and is attractive in terms of access to UQ but is being distorted by requirement for unnecessary bridge height, grade and length that requires private property resumptions * Request for Council to undertake rigorous cost benefit study to determine if SLWEGB is needed before progressing with project. |
| 10 February 2021 | **Brisbane CBD Bicycle User Group**   * Feedback specific to the SLWEGB including:   + 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 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. * Feedback specific to the TWEGB including:   + support for Option A due to gentle bridge grade and direct connections   + recognition of the benefits of Option B. |
| 8 March 2021 | **West End Traders Association – initial submission**   * Opposed to the SLWEGB Option C with a number of concerns including:   + resumption of family homes / private properties   + lack of demand with existing Eleanor Schonell Bridge, bus and CityCat services sufficient to meet needs of West End community   + Boundary Street lacks cycling infrastructure   + loss of parking for businesses and increased traffic on Boundary Street   + negative impact to the character of West End. |
| 10 March 2021 | **Owner of 244 Boundary St, West End**   * Opposed to the SLWEGB Option C because this bridge option:   + results in the resumption of family homes   + lands in an established residential area and impacts the amenity of surrounding residents   + is considered a ‘mega bridge’ due to its size and scale   + has poor accessibility and a steep bridge grade   + does not link to any existing public or active transport infrastructure   + lands in Boundary Street – a narrow street with safety implications for cyclists and pedestrians   + would require the resumption of the family home. |
| 10 March 2021 | **Occupant of 244 Boundary St, West End**   * Opposed to the SLWEGB Option C for the following reasons:   + this bridge option would require the resumption of the home they have lived in for 35 years   + occupant strongly values living at property and does not wish to relocate. |
| 26 March 2021 | **RACQ**   * Feedback specific to the SLWEGB including:   + 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 Options B and C. * Feedback specific to the TWEGB including:   + 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 for the TWEGB 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. |
| 26 March 2021 | **Bicycle Queensland**   * Feedback specific to the SLWEGB including:   + 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 proposed TWEGB   + not supportive of Option B as it requires resumptions for no greater purpose and does not improve connections into the suburbs or UQ. * Feedback specific to the TWEGB including:   + 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 Options B and C. |
| 27 March 2021 | **Kurilpa Futures – final submission**   * Concerns regarding the consultation process including:   + 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 S*outh Brisbane Transport and Mobility Study* * 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 *South Brisbane Transport and Mobility Study* will be implemented * Recommendation for a staged approach for the GBP to ensure lessons learnt from 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 | **West End Traders Association – final submission**   * Opposed to the SLWEGB Option C with a number of concerns including:   + resumption of family homes   + lack of demand with already existing Eleanor Schonell Bridge, bus and CityCat services   + Boundary Street lacks cycling infrastructure   + loss of parking for businesses and increased traffic on Boundary Street   + negative impact to the character of West End. * Support for the SLWEGB Option A as it:   + does not require the resumption of family homes   + links to parks and has a smaller footprint in Orleigh Park than Option C   + good connectivity to existing cycling and pedestrian infrastructure in West End and public transport on both sides of the river   + less impact than Option C on businesses on Boundary Street   + would not add to the existing traffic congestion along Boundary Street and throughout the West End peninsula compared to Option C   + would not impact the character of West End. |
| 29 March 2021 | **Relative of owner of 1 Paradise Street, Highgate Hill on behalf of residents living on Boundary Street and surrounding streets in West End**   * Opposed to the SLWEGB Option C with concerns including:   + the resumption of family homes / private properties   + visual, privacy and amenity impacts on local residents   + no demand for the bridge with Eleanor Schonell bridge and existing public transport servicing the area   + alignment has poor accessibility and a steep bridge grade   + no existing cycling infrastructure to accommodate landing at Boundary Street   + Boundary Street is already congested with buses and cars – concerns regarding safety with the addition of cyclists and pedestrians   + poor connectivity to public and active transport   + safety implications at St Lucia landing with the mix of bridge users, Toowong Rowing Club members and children from St Thomas’s Riverview Kindergarten   + potential impact to river users   + this bridge option was not shortlisted in the *draft West End green bridges alignment study* due to poor connectivity. |
| 30 March 2021 | **Cancer Council Queensland**   * Strong support for increased shade provision across SLWEGB and TWEGB to create more comfortable, usable and health protective environments. |
| 30 March 2021 | **Brisbane West Bicycle User Group**   * Strong support for the benefits associated with delivering both the TWEGB and SLWEGB * Feedback specific to the SLWEGB including:   + preference for Option A due to the connectivity if delivered with the 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 in park. * Feedback specific to the TWEGB including:   + 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 the UQ dependent on the outcome of the SLWEGB. |
| 31 March 2021 | **Space for Cycling Brisbane**   * Maximum value for cycling will be achieved if the TWEGB and SLWEGB are delivered in combination * Feedback specific to the SLWEGB including:   + 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. * Feedback specific to the TWEGB including:   + support for the TWEGB 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. |
| 31 March 2021 | **Queensland Walks**   * Support for the SLWEGB and TWEGB with recommendations including:   + 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 | **Michael Berkman MP, State Member for Maiwar**   * Request for more information to be provided including:   + 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 ‘no bridge’ option * Concerns regarding limited interaction with Council staff during consultation period * Feedback specific to the SLWEGB including:   + 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:     - improved connections to UQ     - safety improvements and bike lanes on Sir Fred Schonell Drive     - upgrades to the Macquarie Street corridor. * Feedback specific to the TWEGB including:   + 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 solely a transport connection   + suggestions for public and active transport improvements including:     - ‘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. * Request green bridges be delivered as a priority, and built as soon as possible, believing new infrastructure in these areas is long overdue. |
| 31 March 2021 | **Cr Jonathan Sri, The Gabba Ward and Amy MacMahon MP, State Member for South Brisbane (joint submission)**   * Feedback regarding the consultation and decision-making process including:   + concerns the online survey did not provide a ‘no bridge’ option and had 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:   + 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   + 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 SLWEGB including:   + 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 may not be supported due to the sample size of the poll   + key concerns regarding Option A include:     - 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:     - 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:     - resumption of privately owned homes and impacts to adjacent residents     - high landing point with long stretch of bridge extending over land. * Feedback specific to the TWEGB including:   + 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   + Options B and C offer no opportunity to deliver new parkland and have higher impact, particularly in West End, including:     - 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   + impacts on residents in West End will need to be minimised for Option A and further targeted consultation should be undertaken. |
| 31 March 2021 | **South Brisbane Sailing Club – final submission**  Feedback relates to the *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* submitted by Rowing Queensland. Key feedback includes:   * 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:   + 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 | **West End Community Association**   * Feedback specific to the SLWEGB including:   + 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 specific to the TWEGB including:   + 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 bride 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 regarding the consultation process including requests for more detailed information to help community better understand the need for the SLWEGB and TWEGB * 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 | **Engineers Australia**   * Strong support for the delivery of new green bridges and the SLWEGB and TWEGB projects * SLWEGB Option A is preferred due to the connection with the public transport, walking and cycling networks, however, recognise connectivity benefits of Option C * For the TWEGB, consideration should be given to accessible grade for the bridge and connections to the wider walking, cycling and passenger transport 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. |
| 1 April 2021 | **Rowing Queensland– joint submission on behalf of South Brisbane Sailing Club, Sailing Australia and West End Canoe Club**  Feedback was submitted in a report – *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 –* developed by members from Rowing Queensland, South Brisbane Sailing Club, Sailing Australia and West End Canoe Club. Key matters raised in the report include:   * 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:   + 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:   + SLWEGB: Option C, Option A, Option B   + TWEGB: Option C, Option B, Option A * 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:   + 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 *Vessel Collison Design of Bridges (Bridge Engineering Handbook 2000)* should be adopted. |
| 1 April 2021 | **Park IT Community Group**   * Not supportive of the SLWEGB being delivered until TWEGB has been delivered * Support for the TWEGB Option A, with suggestion for Council 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. |
| 1 April 2021 | **Brisbane Residents United**   * Not supportive of the SLWEGB being delivered until TWEGB has been delivered * Support for the TWEGB Option A, with suggestion for Council 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. |

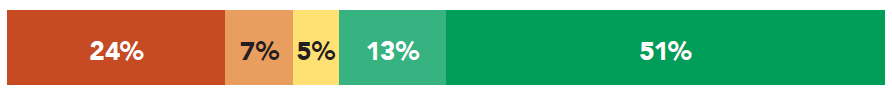
Table 25 - Summary of formal submissions from key stakeholders.

## Online survey results

Through the online survey, Council received 1517 completed responses providing feedback on the SLWEGB alignment options. The key results, along with demographic information about survey respondents, are outlined in the section below.

### Support for alignment Option A (Guyatt Park to Orleigh Park)

Respondents were asked to indicate their level of overall support for Option A (Guyatt Park to Orleigh Park). The graph below outlines the percentage of responses for each level of support.



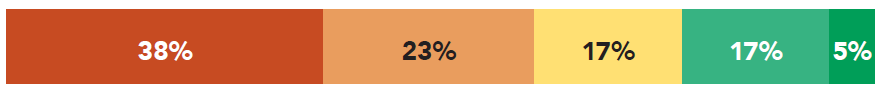


Respondents were asked to explain why they chose this level of support. Analysis of written responses from respondents identified the following common themes:

* support for this alignment due to connectivity to existing public transport, green space and the walking and cycling network
* support for this alignment as it minimises impacts on private property and local residents
* objections to this alignment due to concerns about impacts on existing green space and vegetation.

### Support for alignment Option B (Munro Street to Ryan Street)

Respondents were asked to indicate their level of overall support for Option B (Munro Street to Ryan Street). The graph below outlines the percentage of responses for each level of support.



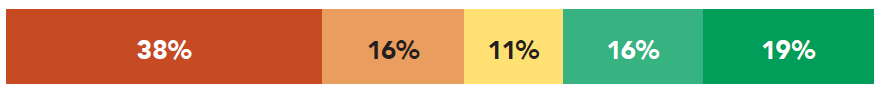


Respondents were asked to explain why they chose this level of support. Analysis of written responses from respondents identified the following common themes:

* objections to this alignment due to poor connectivity of the landing locations to public transport, the walking and cycling network, and key local destinations
* objections to this alignment due to concerns about requirements for private property, and impacts on local residents, including views, amenity and parking.

### Support for alignment Option C (Keith Street to Boundary Street)

Respondents were asked to indicate their level of overall support for Option C (Keith Street to Boundary 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 improved connectivity between West End / Highgate Hill and UQ, and location compared to proximity of other bridges
* objections to this alignment due to requirements for private property resumptions, and impacts on local residents, including views, amenity and safety concerns
* objections to this alignment due to grade of bridge approach and limited connectivity to existing public transport, walking and cycling networks.

### 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.*

This graph outlines the support from survey respondents for each alignment option when ranked in order of preference.

Option A (Guyatt Park to Orleigh Park) was ranked first by 64%, second by 7% and third by 29% of respondents.

Option B (Munro Street to Ryan Street) was ranked first by 11%, second by 65% and third by 23% of respondents.

Option C (Keith Street to Boundary Street) was ranked first by 24%, second by 28% and third by 47% of 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 connectivity to public transport, green space and the walking and cycling network, and minimising impacts on private property as the primary reasons for their preference
* respondents who preferred Option B identified minimising impacts on existing green space and connectivity to UQ as the reasons for their preference
* respondents who preferred Option C identified connectivity between UQ and West End / Highgate Hill, minimising impacts on existing green space, and proximity to other bridges as their reasons for their preference.

### 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.

This graph outlines the most important design elements to survey respondents when assessing the alignment options.

70% indicated connectivity to walking and cycling paths, 52% indicated connectivity to public transport, 50% indicated minimise impacts on local streetscape, character and heritage, 49% indicated access to green spaces/riverfront, 47% indicated safe and comfortable journey for all bridge users, 46% indicated sensitive design in parks and green space, 45% indicated minimise private property impacts, 42% indicated access to activity centres, 28% indicated provide new riverside open space and 20% indicated project cost.


Connectivity to walking and cycling paths

Access to green space / riverfront

Provide new riverside open space

Safe and comfortable journey for all bridge users

Connectivity to public transport

Access   
to activity centres

Minimise impacts   
on local streetscape character   
and   
heritage

Sensitive design in parks and green space

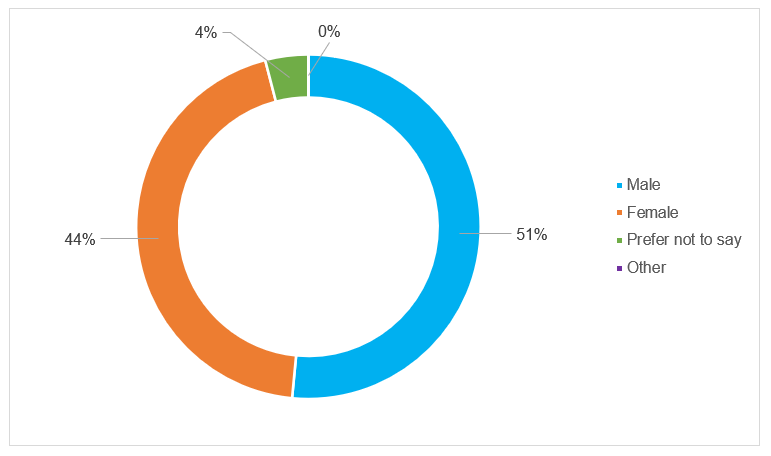
Minimise private property impacts

Project cost

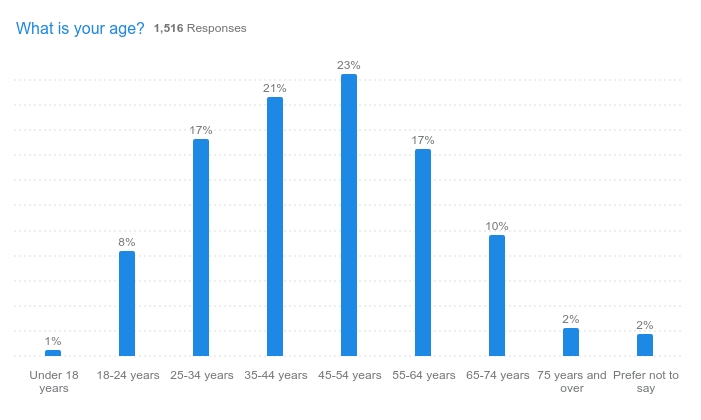
### Survey respondent demographics

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

#### Gender



#### Age



#### Suburb

| Suburb | No. of responses |
| --- | --- |
| West End | 505 (33%) |
| St Lucia | 413 (27%) |
| Highgate Hill | 145 (9%) |
| Toowong | 64 (4%) |
| Taringa | 38 (2%) |
| Indooroopilly | 37 (2%) |
| Auchenflower | 25 (1.5%) |
| South Brisbane | 23 (1.5%) |
| Annerley | 14 (1%) |
| Coorparoo | 12 (1%) |
| Other suburbs | 241 (16%) |

Table 26 - Suburb of survey respondents.

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

#### Interest

| Interest | No. of responses |
| --- | --- |
| Local resident | 1243 (82%) |
| Bike / scooter user | 362 (24%) |
| Work in the area | 195 (13%) |
| Visitor to the area | 154 (10%) |
| Study in the area | 109 (7%) |
| Local business owner | 40 (3%) |
| Other | 56 (4%) |

Table 27 - Interest of survey respondents.

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

## Response to key feedback themes

This section presents a collation of the key feedback themes related to the SLWEGB 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 |
| --- | --- |
| Some residents would prefer Council invest in other projects in the local area instead of the SLWEGB. Suggestions included:   * new ferry terminal at Victoria Street, West End * free cross-river ferry service between West End and St Lucia * bridge that can accommodate general traffic * bridge that can accommodate buses / public transport * riverwalk pathway from West End to Dutton Park * dedicated cycle lanes on Montague Road, Vulture Street, and Sir Fred Schonell Drive.   In addition, some people were not supportive of the SLWEGB and do not believe a new green bridge is needed. | Council acknowledges suggestions for other projects as alternatives to the SLWEGB, and objections to the delivery of the SLWEGB. 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.  The new green bridges are a key initiative of Council’s *Transport Plan for Brisbane – Implementation Plan 2018,* and are identified in a number of other planning studies and policies including Council’s *Rivers Edge Strategy,* and the Queensland Government’s *South East Queensland Regional Transport Plan* and *South Brisbane Transport and Mobility Study.*  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 SLWEGB and TWEGB. 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.  The business cases will be prepared in line with the nationally accepted approaches for transport project cost-benefit analysis, as provided in the *Australian Transport Assessment and Planning Guidelines,* and the infrastructure assessment frameworks outlined by Infrastructure Australia and Building Queensland. As part of this, Council will identify the strategic problem 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.  **Ferry services and terminals**  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.  Council acknowledges a new ferry terminal at Victoria Street, West End, is referenced in the overall outcomes of the *South Brisbane Riverside Neighbourhood Plan*, 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 *Disability Discrimination Act 1992* and the *Disability Standards for Accessible Public Transport 2002*. These important upgrades will improve the capacity, accessibility and flood resilience of our existing ferry services.  Cross-river services between Guyatt Park and West End 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.  **General traffic bridge and road network upgrades**  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.  **Public transport bridge**  Suggestions for bridges that can accommodate public transport are noted. Initial consultation on the SLWEGB and TWEGB 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.  **Other active transport projects**  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. |
| Some residents suggested a preference for alternative alignments for the SLWEGB. Suggestions included:   * Lawrence Street, St Lucia to Orleigh Park, West End * Upstream of Guyatt Park ferry terminal to Orleigh Park, West End   There was also interest in whether SLWEGB Option C could land closer to the edge of the river at Boundary Street. | As part of the options assessment process for the SLWEGB, Council investigated a number of different alignment options. This includes the three shortlisted options, along with alignments below, which were not progressed:   * Austral Street to Montague Road * Carlow Street to Munro Street * Guyatt Park to Montague Road * Guyatt Park to near West End ferry terminal * Guyatt Park (upstream of ferry terminal) to Orleigh Park * Laurence Street to West End ferry terminal * Ryans Road to Montague Road * Ryans Road to Orleigh Park * UQ to Sankey Street   **Laurence Street option**  The Laurence Street option was not progressed as it would have potential impacts to property access (including multiple driveways) and street parking, impact a heritage-listed ferry structure and pocket park, and require acquisition of a large character home (four property lots) on Avebury Street, West End.  **Upstream of Guyatt Park ferry terminal (variant of Option A, Guyatt Park to Orleigh Park)**  Similar to Option A, an alignment connecting Guyatt Park, upstream of the ferry terminal, to Orleigh Park near the West End ferry terminal, would provide good connectivity to the existing public and active transport network and would enhance access to riverside green space. However, as this alignment did not meet required clearance to the West End ferry terminal for CityCat operations, this option was not progressed.  **Alternative landing for Option C on Boundary Street**  A bridge landing at the Boundary Street park and/or adjacent riverside properties was not considered feasible as it would require extensive ramping to achieve an accessible bridge grade, and still maintain the required clearance for the navigational channel in the river. It would also connect poorly to the local street network, with steep and uncomfortable onward connections to Boundary Street, Dornoch Terrace and West End / South Brisbane.  Following initial technical investigations and feasibility assessments, and the outcomes of community consultation, 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 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. |
| Concerns were raised about the potential for private residential properties to be resumed for the SLWEGB, 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. | 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 *Acquisition of Land Act 1967*. The act outlines the process to resume the land, provides objection rights to property owners and details the compensation claimable from a resumption.  Council acknowledges community concerns related to the potential for land resumptions associated with the SLWEGB and TWEGB, 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.  As part of the consultation program, Council contacted all potentially impacted property owners and met with them to discuss the SLWEGB, potential property requirements and process for land acquisition. |
| Requests for more information to be made available to demonstrate the need, benefits and costs of the SLWEGB, 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. | 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 initial technical investigations and feasibility assessments, and the outcomes of community consultation, 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 based on the preferred alignment, for further discussion with the community in the second half of 2021.  The business case will be prepared in line with the nationally accepted approaches for transport project cost-benefit analysis, as provided in the *Australian Transport Assessment and Planning guidelines,* and the infrastructure assessment frameworks outlined by Infrastructure Australia and Building Queensland.  The business case will outline:   * 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.   Council expects to complete the detailed business cases for the SLWEGB and TWEGB 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. |
| 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 SLWEGB and TWEGB. | 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.  The predicted patronage figures for each option for the SLWEGB were modelled on the basis that the TWEGB 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. |
| Interest in how the SLWEGB will connect with the broader active and public 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 *South Brisbane Transport and Mobility Study* will be implemented. | Comments in relation to ongoing connections to the SLWEGB and assessment of broader impacts to the transport network are noted. Development of a concept design and preliminary business case will consider how the bridge connects more broadly to the active and public transport network, based on the preferred Option A alignment connecting Guyatt Park to Orleigh Park (near Morry 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.  Comments in relation to the Queensland Government’s *South Brisbane Transport and Mobility Study* 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”.  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. |
| Concerns were raised around the impacts of the SLWEGB on existing green space, vegetation, fauna and cultural heritage in Guyatt Park and Orleigh Park. Suggestions for new green space to be provided to offset any impacts were also received. | Council recognises existing green spaces in the project area, particularly Guyatt Park and Orleigh Park, are highly valued by the community and currently well-utilised. Council notes Orleigh Park is listed as a place of local heritage significance under the Heritage planning scheme policy of the *Brisbane City Plan 2014.* Community interest in the history of Guyatt Park is also acknowledged, however Council notes the park is not currently heritage listed.  Concerns related to the impacts of the bridge landings on existing green space 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.  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.  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.  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 *City Plan 2014* and are regularly reviewed by Council through the neighbourhood planning process. Council also continues to enhance existing parks across the city. |
| Concerns were raised around the impacts of the SLWEGB 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. | 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.  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. |
| Suggestions were received for specific design elements for the SLWEGB, including:   * upgrades to ongoing walking and cycling connections adjacent to the bridge landings * pedestrian and cyclist safety measures * integration of the bridge landings with existing green space * bridge form that reflects the character of the local area and river environment. | Council acknowledges design suggestions for the SLWEGB 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 Guyatt Park to Orleigh Park (near Morry Street), for further discussion with the community in the second half of 2021.  This will include consideration of:   * 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 * pedestrian and cyclist safety measures * accessibility measures, including the requirements of the *Disability Discrimination Act 1992* * sustainable design measures * environment, heritage and planning factors including flooding, Indigenous and post-colonial cultural heritage and vegetation impacts. |
| Interest from local residents and businesses adjacent to bridge landings around specific impacts on views, amenity, privacy, security, parking and noise from the SLWEGB and how these will be managed. | Council acknowledges feedback related to the impacts of the SLWEGB 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 Guyatt Park to Orleigh Park (near Morry Street), for further discussion with the community in the second half of 2021. This will include consideration of:   * 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. |
| Concerns were raised about the consultation program, including the length of time to provide feedback, information available, and consultation methods used. | 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.  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:   * 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.   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.  Feedback regarding the online survey has also been noted. The online survey was designed to encourage residents to specifically provide feedback on each 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. |

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

## 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 SLWEGB and the TWEGB. 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 1900 people provided feedback on the SLWEGB, including 1517 responses to the online survey and 202 feedback forms received at information sessions.

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

* general positive support for Option A (Guyatt Park to Orleigh Park), with 64% of survey respondents completely or somewhat supportive of this alignment
* requests for impacts to green space at landing locations to be minimised, with some residents objecting to any impacts to Guyatt Park
* limited support for Option B (Munro Street to Ryan Street) and some support for Option C (Keith Street to Boundary Street), with concerns from some residents about the impacts of these alignments on local communities, particularly in relation to private property requirements
* some residents don’t see the SLWEGB as a priority, or made suggestions for other projects in the local area
* interest in more information being made available, including a business case, to outline the demand for the SLWEGB and the benefits it will deliver.

### Next steps

Council recognises the strong level of interest in the SLWEGB and TWEGB 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 Guyatt Park to Orleigh Park (near Morry Street) has been identified as the preferred alignment for the SLWEGB.

This alignment has been selected because it:

* provides direct connectivity to high-frequency public transport, including CityGlider and CityCat services
* would attract substantially higher patronage compared to other options, based on initial transport modelling
* enhances access to green space on both sides of the river
* integrates with riverside recreation and active transport networks
* provides a comfortable bridge grade for all users
* does not require resumption of private homes or property
* enhances walking and cycling access to UQ from West End via Macquarie Street, St Lucia
* has positive support from the community and key stakeholders, noting careful consideration will need to be given to managing impacts on existing green space at Guyatt Park and Orleigh Park.

In addition, 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 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 SLWEGB and TWEGB, 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 is committed to investigating design solutions that minimise the impacts of the SLWEGB on existing green space and ensure the bridge landings and ongoing connections are sensitively integrated.

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:   * 111 Ryan Street, West End * 113 Ryan Street, West End * 1 Paradise Street, Highgate Hill * 242 Boundary Street, West End * 244 Boundary Street, West End * 1 Dudley Street, Highgate Hill |
| **Elected representatives** | * 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** | * Residents, businesses and property owners on Macquarie, Keith, Munro Hiron, Bryce, Laurence and Carl Streets, St Lucia * Resident, businesses and property owners on Boundary, Glenfield, Dudley, Daventry, Barnsley and Paradise Streets, West End and Highgate Hill * Residents, businesses and property owners on Ryan, Carlow, Avebury, Morry, Cordeaux, Orleigh and Hoogley Streets, 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** | * Bicycle User Groups (Brisbane CBD, East, West and UQ) * Bicycle Queensland * Brisbane Residents United * Business South Bank * Cancer Council of Queensland * Engineers Australia * Friends of Guyatt Park * Kurilpa Futures * No Mega Bridge on Boundary Street * Queensland Walks * RACQ * Save Macquarie Street * Space4Cycling * St Lucia Residents Association * Turrbal Association * West End Community Association * West End Traders Association |
| **River users** | * Brisbane & GPS Rowing Club * Rowing Queensland * South Brisbane Sailing Club * Toowong Rowing Club * West End Canoe Club * Boat / cruise operators * Residents with private moorings |
| **Education providers** | * St Thomas’ Riverview Kindergarten * University of Queensland |
| **Government departments and agencies** | * 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 SLWEGB alignment options consultation.

## Appendix B. St Lucia to West End Green Bridge fact sheets

