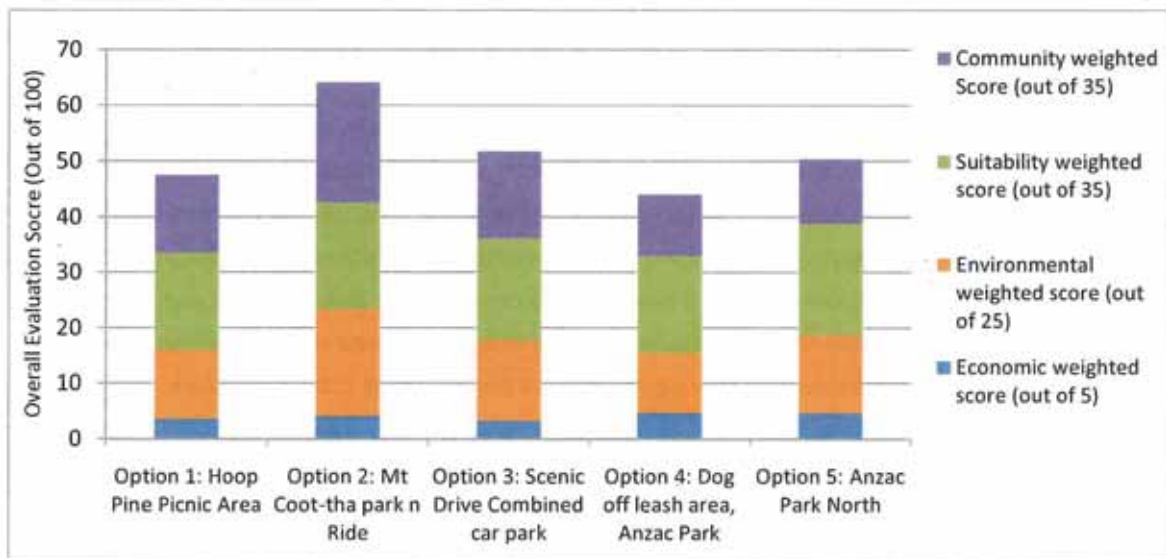


7.1.5 Overall Scores



■ **Figure 7-6 Evaluation Scores with 35% weighting Community and Suitability, 25% weighting to Environmental and 5% to Economic**

Overall, the Park and Ride site performed the best out of the five options against the multiple criteria evaluation. The other four options had similar overall scores, with Scenic Drive scoring slightly better than Anzac Park North, which scored slightly better than Hoop Pine with the Dog Off-leash area scoring the lowest or being least favourable.

7.2 Recommendations

This evaluation has found that the Park and Ride site would reduce disturbance to the community compared to the other potential car park site options while still satisfying many of the technical requirements of the project. However, due to the limitations on the number of car parks that this site provides, it can only be part of the workforce car parking plan and will need to be used in combination with other options.

The issue of displacing existing users of the car park also needs to be addressed in order to minimise the potential impacts to the surrounding area and public transport patronage. As such, the western portion of the car park (west of the entrance from Mt Coot-tha Road and adjoining Dean Street) is recommended to be maintained as a commuter car park, with the eastern portion of the car park sectioned off for workforce parking. This would provide approximately 80 car parks for the construction workforce. Consultation with the Toowong bus depot would also be required as their existing use of the car park would likely be affected.

The capacity provided by the Botanic Gardens Overflow car park and the reduced Park and Ride site is approximately 160 parking spaces. This provides sufficient spaces for the construction workforce until the night time shift starts in early 2012. As these car parks would initially be used by day time

workers, it is recommended that this is continued throughout the construction program to avoid confusion with which workers park in which car park. As such they will both be used by day time workers only.

During the workforce peak in 2013, the gap between the capacity provided by these two car parks (160) and the required capacity (292) will be approximately 130 car parks.

In terms of identifying the additional car parking site(s), out of the alternatives considered, the Scenic Drive site performed second best overall in the technical evaluation, and was the most popular location in the feedback forms received from the community consultations sessions¹. The site was also available for both day time and night time car parking.

It is recommended that the 'upper' site be used for the additional parking spaces, as this allows the 'lower' site to continue to be used as an informal parking and viewing area. It was considered important to leave the 'lower' site for public use to avoid impacts on the tourist value of Mt Coot-tha and due to the lack of suitable alternative sites for the informal recreation use it provides. Additionally the lower site would have more difficult access arrangements with a u-turn required at the junction of Scenic Drive and Sir Samuel Griffith Drive.

The key issues associated with the use of the 'upper' site for disaster management are being further investigated. Additionally, the issue of cyclist safety will need to be managed. This was expressed as a concern by Bicycles Queensland. Although the potential impact is reduced with the shorter duration of the car park operation and the lower number of vehicles entering and exiting the car park, a traffic management strategy should be developed in consultation with cyclist stakeholders such as Bicycles Queensland, who were part of the Workforce Parking Consultation Group and part of stakeholder briefings proposed during Phase 3 consultation².

The remaining sites are not considered to be suitable. The Hoop Pine site is likely to have significant issues with cultural heritage and land contamination and use of the site as a car park, whether day or night, would potentially impact the heritage and recreation value of the area. The Dog Off-leash and Anzac Park North sites have both met with strong community opposition due to the high use and community values attached to the park by local residents.

Use of the Botanic Gardens for limited night time car parking

During these investigations, and Phase 3 consultation, further consideration was given to the possibility of a night time parking area within the existing Botanic Gardens car park while still providing public parking for the restaurant and the planetarium. During the assessment of first pass criteria Council was looking for a site or sites for workforce parking that could satisfy the need for

¹ receiving 172 of 327 votes (further detail available in Section 6.2.5)

² more detail available Section 6 and Section 7.3

both daytime and night time parking. As there was no capacity for daytime parking in the Gardens this option was not shortlisted during the first pass assessment. Subsequent consultation highlighted the community's preference for smaller car parks in multiple locations to spread the load.

It was initially considered that a night time parking area for up to 100 vehicles could be established within the Gardens. As the Botanic Gardens Overflow car park would only be used by day time workers, approximately 200 car parks would be available at night, including the overflow car park, for use by the restaurant and the planetarium. As a minimum, some 30 car parks maybe established within the Botanic Gardens. These measures would help mitigate impact on the restaurant and planetarium.

As the requirement for night time workforce parking is not until March 2012 Council should continue stakeholder consultation in the coming months with the operators of all facilities within the Botanic Gardens to ensure a shared outcome is reached prior to the activation of any night time carpark within the Botanic Gardens in 2012.

Use of the Freers site

After feedback from the Workforce Parking Consultation Group, consideration was also given to the potential use of the Freers site, opposite the Hoop Pine Picnic Area, off Sir Samuel Griffith Drive. Despite further consideration and discussion with the owners of the privately owned site, Council determined that night time use of the Freers site would not be preferable due to associated lighting and safety requirements and access and shuttle bus requirements

7.3 Stage 3 – Key Stakeholder Consultation

As a result of the feedback received during the community consultation feedback period, Council commenced Stage 3 of the workforce parking consultation on a proposed single solution that includes the already approved Botanic Gardens overflow carpark in combination with:

- 1) partial day-time use of Park and Ride (80/110)
- 2) partial night-time use of parking in Brisbane Botanic Gardens (30/220)
- 3) peak construction period use of Scenic Drive upper (up to 130).

Council decided not to confirm this carparking combination as its single solution until after the Stage 3 consultation occurred. Stakeholders who will be consulted during Stage 3, and prior to any decision by Council, will be consulted in two phases as outlined below.

Transcity continues to consult with community and stakeholders related to the upcoming use of the Botanic Gardens overflow carpark, separate to this plan.

Phase One

Stakeholder	Carpark	Points to confirm
Ward of Toowong, Sustainability Chair	Botanic Gardens carpark, Park and Ride, Scenic Drive	Consultation feedback, overall solution
Brisbane Botanic Gardens	Botanic Gardens carpark	Current night-time use, necessary mitigation measures
NES	Botanic Gardens carpark, Scenic Drive	Current night-time use, necessary mitigation measures
Active Travel Chair	Park and Ride	Consultation, potential impacts and mitigation measures
Toowong Bus Depot	Park and Ride	Current bus driver use, potential to absorb elsewhere
Bicycle Queensland	Park and Ride, Scenic Drive	Current bike access through carpark (removal?), significant safety input on Scenic Drive

Phase Two

Stakeholder	Carpark	Points to confirm
Friends of Toowong Cemetery	Park and Ride	Use during events, pedestrian access from bus stop
Brisbane Lookout	Scenic Drive	Confirm any issues
Translink	Park and Ride	Confirm any issues, including shuttle bus usage
Stuartholme School	Overall solution	Use of Freers site

8. Conclusions and parking plan

In accordance with the recommendations of the Coordinator-General's Report on project changes to the Legacy Way Project, further investigation of alternative locations for the temporary workforce car parking have been undertaken including consultation with the community.

The investigations explored a range of options in detail including existing parking areas in the vicinity of the western worksite, optimising the use of existing parking within the Botanic Gardens and in the overflow area and further investigation of potential parking areas along Sir Samuel Griffith Drive.

This report has documented and assessed the identified car park options and has been informed by intensive community consultation.

The parking plan for the Legacy Way western worksite is consistent with the Co-ordinator General's recommendations to use existing parking areas and areas previously considered as part of the EIS. The proposed plan is as follows and as shown in **Table 8-1**.

- Use of the Botanic Gardens Overflow car park for the four year construction period.
- Use of part of the Park and Ride for the four year construction period.
- Use of the Scenic Drive upper site (located off Sir Samuel Griffith Drive) for peak day time and night time parking requirements from early 2012 to mid 2014.
- Use of part of the Botanic Gardens existing internal car park for night time workforce parking from early 2012 to late 2014 with provision to share this area during special events through workforce shift management and consultation with directly affected parties.

Table 8-1 Western Worksite Parking Plan

	2011		2012		2013		2014		2015
	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June
Day time worker maximum (variation depending on mech and elec shift split)	114	171	153	167	202	189-248	148-233	118-188	20
Night time worker maximum	0	0	64	81	89	54-100	7-92	0-70	
Car Parking Solution	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 20 vehicles)
	Mt Coot-tha Park and Ride car park (max 33 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 72 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	
	Balance on worksite	Balance on worksite		Balance on worksite	Scenic Drive car park (max 41 vehicles)*	Scenic Drive car park (max 28-87 vehicles)*	Scenic Drive car park (max 0-72 vehicles)*	Scenic Drive car park (max 0-27 vehicles)*	
			Scenic Drive car park (max 34 vehicles)	Scenic Drive car park (max 51 vehicles)	Scenic Drive car park (max 59 vehicles)*	Scenic Drive car park (max 24-70 vehicles)*	Scenic Drive car park (max 0-62 vehicles)*	Scenic Drive car park (max 0-40 vehicles)*	
			Botanic Gardens car park (max 30 vehicles)	Botanic Gardens car park (max 30 vehicles)	Botanic Gardens car park (max 30 vehicles)	Botanic Gardens car park (max 30 vehicles)	Botanic Gardens car park (7-30 vehicles)	Botanic Gardens car park (0-30 vehicles)	

*Total daily max Jan-Jun 2013:100; July-Dec: 2013 101, Jan-Jun 2014: 72, Jul-Dec 2014 40

Appendix A Preliminary Car Park Options and First Pass Assessment


The preliminary car park options were subject to a first pass assessment to determine sites that may be potentially suitable for construction workforce parking. Each of the preliminary sites are identified in the table below and then outlined in the following tables.

■ Preliminary car park site options

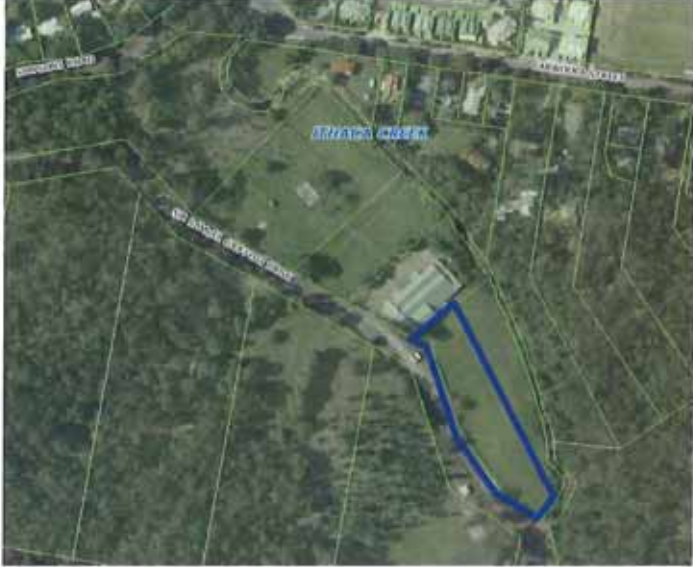
Site Name	Location	Approximate capacity
Freer's Northern	Sir Samuel Griffith Drive Lot 1 on RP77960 Lot 2 on RP77960	220
Freer's Southern	95 Sir Samuel Griffith Drive Lot 1 on RP101041	160
Silky Oak picnic area	43 Sir Samuel Griffith Drive Lot 1292 on S31624	20
Hoop Pine existing car park area	100 Sir Samuel Griffith Drive Lot 1290 on S31624	30
Hoop Pine picnic area	100 Sir Samuel Griffith Drive Lot 1290 on S31624	200
Slaughter Falls picnic area	8B Sir Samuel Griffith Drive Lot 21 RP20772	20
Mount Coot-tha Road Park and Ride	Lot 1042 CPSL9242	110
Botanic Gardens existing parking	152 Mt Coot-tha Rod, Mount Coot-tha Lot 6 RP18899	190
Toowong Cemetery internal roads	55 Mt Coot-tha Road Lot 5 SL12788	50
Toowong Bus Depot	29 Miskin St, Toowong Lot1043 SL7078	50
Western worksite		-
Scenic Drive upper park	200 Mt Coot-tha Rod, Lot 1 RP868488	170
Scenic Drive lower park	200 Mt Coot-tha Rod, Lot 1 RP868488	85
Mt Coot-tha Quarry	200 Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP868488 170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	100
Botanic Gardens new parking site	170A Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP193833 200 Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP868488	100
Purtell Park car park, Carwoola Street	57 Carwoola St, Bardon Lot 295 M3179	120
Anzac Park Dog off leash area, Anzac Park	200 Broseley Rd, Toowong Lot 3 SP159806	200

Site Name	Location	Approximate capacity
	170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	
Anzac Park North	170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	200
Sir Samuel Griffith Drive road		Not determined
Fortitude valley commercial car park		150
East end parking area (EKKA overflow)		390
Moggil Road / Centenary Motorway	Moggil Road / Centenary Motorway intersection, Indooroopilly	Not determined
Milton Tennis court site		Not determined
Seventeen Mile Rocks Road / Centenary Motorway	Seventeen Mile Rocks Road / Centenary Motorway, Jindalee	Not determined


A.1 Freer's Northern Site

Address	Sir Samuel Griffith Drive, Lot 1 on RP77960 and Lot 2 on RP77960	
Location		
Approximate capacity	220 car parks	✓
Approximate distance to worksite	Approximately 1.9km along public roads	✓
Availability	Unlikely to be available within project timeframes. (Freehold land owned by Stuartholme School)	✗
Comments:	<ul style="list-style-type: none"> ■ Site is currently vacant paddock ■ New road access point likely to be required ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	


A.2 Freer's Southern Site

Address	Sir Samuel Griffith Drive, Lot 1 RP101041	
Location		
Approximate capacity	160 car parks	✓
Approximate distance to worksite	Approximately 1.7km along public roads	✓
Availability	Unlikely to be available within project timeframes. (Freehold land owned by Stuartholme School)	✗
Comments:	<ul style="list-style-type: none"> ■ Site is currently vacant paddock ■ New road access point likely to be required ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Potential inundation from overland flow path would need to be managed ■ Not Shortlisted 	


A.3 Silky Oak Picnic Area

Address	43 Sir Samuel Griffith Drive, Lot 1292 on S31624	
Location		
Approximate capacity	20 car parks (estimate)	×
Approximate distance to worksite	Approximately 1.9km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Existing car park area is small ■ Site is used by picnic area visitors ■ Overland flow path adjacent to car park area ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will required Cultural Heritage Management Plan which could impact on timeframes ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	


A.4 Hoop Pine Existing Car Park Area

Address	100 Sir Samuel Griffith Drive, Lot 1290 on S31624	
Location		
Approximate capacity	30 car parks (estimate)	x
Approximate distance to worksite	Approximately 1.6km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Site is used by public as car park for picnic area ■ Existing car park area is separated from picnic tables by approximately 50m of a cleared grass area ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will require Cultural Heritage Management Plan which could impact on timeframes ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

A.5 Hoop Pine Picnic Area

Address	100 Sir Samuel Griffith Drive, Lot 1290 on S31624	
Location		
Approximate capacity	200 car parks	✓
Approximate distance to worksite	Approximately 1.6km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Site is used by public as picnic area and provides access to Mt Coot-tha trails ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will require Cultural Heritage Management Plan which could impact on timeframes ■ Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Shortlisted 	

A.6 Slaughter Falls Picnic Area

Address	8B Sir Samuel Griffith Drive, Lot 21 RP20772	
Location		
Approximate capacity	20 car parks (estimate)	x
Approximate distance to worksite	Approximately 1.45km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Existing parking areas are limited and spread out throughout park areas, so there is no clear muster point for shuttle bus pick up ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will required Cultural Heritage Management Plan which could impact on timeframes ■ Site is heavily used by the public as car park for picnic area ■ Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

