

31 March 2021

Green Bridges Program  
City Projects Office  
Brisbane City Council  
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*Submitted via:*  
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Dear Program Manager

### **About Engineers Australia**

Engineers Australia is the peak body for the engineering profession. We are a member-based professional association with over 100,000 individual members. Established in 1919, Engineers Australia is a not-for-profit organisation, constituted by Royal Charter to advance the science and practice of engineering for the benefit of the community.

### **Active Transport Support**

Engineers Australia supports Council's initiative to invest in more active transport infrastructure, including the Green Bridges Program, which will provide the city with significant environmental benefits along with enhanced health and accessibility outcomes for the city's residents.

The hastening of the investment in this program in response to the increased take-up of active transport during the COVID-19 pandemic, particularly cycling, is a positive step for the creating a more sustainable and liveable city in the future.

Engineers Australia encourages Council to broaden the program where possible to include planning for a network of Green Bridges that service inner city movements while also leveraging existing suburban cycling corridors to facilitate safe and efficient active travel connections that service wider city catchment movements.

### **Active Transport Funding**

Funding should not be solely the responsibility of Council, particularly given the well documented health benefits of increased walking and cycling, which has the potential to contribute to significant reductions to the increasing public health cost burden on Federal and State Governments.

In its Discussion Paper on Active Transport (attached), Engineers Australia's Transport Australia Society recommended the Federal Government establish a national active transport infrastructure funding mechanism, similar to the well-established Black Spot Program, that provides grant funding to State and Local Governments specifically to finance active transport infrastructure that encourages the uptake of walking and cycling to key employment nodes and public transport hubs, particularly from outer suburban areas. This funding mechanism should complement existing State and Local Government walking and cycling strategies.

We attach our Active Transport Discussion Paper and our material presented at the 2019 International Cycling Safety Conference to further expand on the above.

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Governance of a multi-level government funded program, which will extend over many years, assists with program implementation continuity. The newly formed Transport Committee, jointly chaired by the Transport Minister and Cr Murphy, should be considered as a governance structure to ensure the continuity of the expansion of the active transport network, including the contemplation of an expanded Green Bridge Program and continued expansion of the Brisbane cycling network.

Consideration of the connection to the broader cycling network and how the bridges can be located to maximise the available catchment and therefore increase the take-up of active transport as an alternative transport mode to private vehicle is crucial. The catchment assessment for such infrastructure should account for the potential increase in the average trip length for active travel commuters, and recreational users, as a result of the rise of attractiveness and affordability of e-bikes and other electric powered micro-mobility devices.

#### **Toowong to West End Bridge - Consultation Comments**

Given that each alignment provides for a similar catchment, consideration should be given to ensuring the most accessible grade, not only for the bridge, but for connections to the wider walking, cycling and passenger transport networks.

#### **St Lucia to West End Bridge - Consultation Comments**

The alignment of the bridges with the existing and proposed future walking and cycling network should be seen as a key functional requirement of the bridge option selected. In this case, the Option A alignment is considered to be the preferred alignment due to its connection with the passenger transport, walking and cycling networks, resulting in this alignment providing improved transport choice for a wider population than the other options.

Conversely, we appreciate there would be potential benefits of the Option C alignment compared to Option A in the form of fewer person kilometres travelled by West End / Highgate Hill residents for local cross-river trips as the bridge position is approximately 850m closer to the primary trip generation precinct of the UQ St Lucia campus.

Engineers Australia looks forward to continuing to work with Council to address the transport challenges facing Brisbane.

Regards



Stacey Rawlings  
Queensland General Manager