



The Legacy Way Project

Coordinator-General's change report on
construction workforce car parking

Change report number 7

September 2012

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Synopsis

The Legacy Way project, formerly known as the Northern Link Road Tunnel Project, involves the construction of two tunnels, both under five kilometres in length, linking the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove. The project also includes the construction of two ventilation stations and outlets and a tollroad control centre.

Legacy Way was declared to be a significant project under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) on 2 November 2007.

Following consideration of the project's environmental impact statement (EIS) and comments made on the EIS by members of the public, stakeholders and government Agencies, the *Coordinator-General's Report 2010: Northern Link Road Tunnel* evaluating the EIS (Coordinator-General's report) was completed on 23 April 2010. The report found that the project could proceed, subject to compliance with conditions and recommendations made by the Coordinator-General to mitigate impacts.

The conditions, recommendations, standards, and guidelines of that report apply to all project changes to the significant project, and where relevant, subsequent reports apply to all project changes.

The proponent has provided the Coordinator-General with its seventh application for a project change (APC) in accordance with section 35C of the SDPWO Act. The application is for construction workers car parking and shuttle bus parking bays on either side of the lower section of Sir Samuel Griffith Drive, with a central lane designated for construction workers through-traffic. The road is a local government road owned and managed by the Brisbane City Council (BCC), and will be closed until construction of the tunnels is completed in early 2015. After that time, the road will be reinstated and available for public use.

This report provides my evaluation of the proposal.

Barry Broe
Coordinator-General
September 2012

1. Introduction

1.1. The proponent

The proponent for the project is BCC. On 20 September 2010, BCC selected Transcity Joint Venture (Transcity) as the preferred contractor for the design, construction, operation and maintenance of the project.

Transcity has been contracted to deliver and operate the project as BCC's agent for a 10-year period.

1.2. The proposal

The application is for the establishment of up to 150 additional car spaces and Transcity shuttle bus bays to collect and deliver the Legacy Way construction workforce on Lower Sir Samuel Griffith Drive until early 2015, when the project will be completed. The site is located between the current car park on Scenic Drive and the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road. BCC owns and operates this road and proposes to close this section of the road to public car and bicycle access to provide a safe day and night car parking area. The workers will be collected from the shuttle bus stops and driven to the worksite. The current footpaths will remain open to the public.

Parking bays will be provided on either side of the road, a central marked lane will be used for through traffic. Cyclists and vehicles which normally use the lower section of Sir Samuel Griffith Drive will use the alternative route of Scenic Drive. BCC's engineering design team is working with stakeholders and cyclists' groups to identify and implement a safe system of signage and road markings for cyclists and vehicles on Scenic Drive, including the junction of Scenic Drive and Mt Coot-tha Road and the turning point from Scenic Drive into the car park.

Figure 1 identifies the location of the proposal in the context of the tunnel works entrance site.

Figure 2 identifies the location of the proposed lower Sir Samuel Griffith Drive workforce car park.

1.3. The project reports

The Legacy Way project, formerly known as the Northern Link Road Tunnel Project, was declared to be a significant project under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) on 2 November 2007.

Following consideration of the project's environmental impact statement (EIS) and comments made on the EIS by members of the public, stakeholders and government Agencies, the *Coordinator-General's Report 2010: Northern Link road Tunnel*

evaluating the EIS (Coordinator-General's report) was completed on 23 April 2010. The report found that the project could proceed, subject to compliance with conditions and recommendations made by the Coordinator-General to mitigate impacts.

The conditions, recommendations, standards, guidelines of that report apply to all project changes to the significant project, and where relevant, subsequent change reports apply to all project changes.



Figure 1 Lower Sir Samuel Griffith Workforce car park location



Figure 2 Lower Sir Samuel Griffith Drive Workforce Car Park Layout

1.4. Legislative provision for change report

On 20 August 2012, the proponent applied to the Coordinator-General to assess a proposed change to a project, under Division 3A, section 35B, of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). In accordance with section 35C of the SDPWO Act, the Coordinator-General has evaluated the environmental effects of the proposed change, its effects on the project and any other related matters, and prepared this Coordinator-General's change report.

In evaluating the proponent's APC, the Coordinator-General has sought comment from the Department of Transport and Main Roads, the Department of Environment and Heritage Protection and Queensland emergency services.

BCC undertook public consultation in addition to the stakeholder engagement requirements of the Coordinator-General's project Reports in 2010. Details of the public notification on the project website and of the engagement strategy are included in Appendix 1 to this report. Section 5 of the application to the Coordinator-General provides a description of the proponent's strategies to meet engagement conditions required by the Coordinator-General reports.

In evaluating the proponent's APC, I sought comment from advisory agencies.

2. Public notification

In accordance with section 35G of the SDPWO Act, the Coordinator-General must decide whether or not the proponent is required to publicly notify the proposed change application and any effects on the project.

The changes applied for were publicly notified by BCC prior to the lodgement of the application with the Coordinator-General. The following engagement strategy documentation was lodged with the Coordinator-General:

- BCC Communication and Engagement Strategy for the proposal
- a list of all engagement conditions in Coordinator-General reports and a written description of how BCC is meeting those conditions
- a copy of the advertisement and of the description of the proposal placed on the Legacy Way website
- a copy of the submissions lodged and BCC consideration and response to those submissions
- details of the briefings held by the BCC project team
- a copy of the 2011 investigation of the options for construction worker car parking locations.

This documentation was reviewed and I decided that the proposed changes did not warrant further public notification.

The changes applied for relate only to a new car park and do not materially affect the proponent's obligations contained in all of the Coordinator-General's reports.

On 23 August 2012, I decided the proposal did not require notification and notified the Chief Executive Officer of BCC of my decision.

3. The proposed change

The application is for the establishment of up to 150 additional car spaces and up to 4 Transcity shuttle bus bays for the Legacy Way construction workforce on lower Sir Samuel Griffith Drive until early 2015, when the project will be completed. The site is located between the current car park on Scenic Drive and the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road. BCC owns and operates this road and proposes to close this section of the road to public car and bicycle access. The workers will be collected from the designated shuttle bus stops on the road and driven to the worksite. The current footpaths will remain open to the public.

Designated parking bays will be provided on either side of the road, a central marked lane will be used for through traffic. Cyclists and vehicles which normally use the lower section of Sir Samuel Griffith Drive will use the alternative route of Scenic Drive. BCC's engineering design team will be working with stakeholder and bicycle groups to identify and implement a safe system of signage and road markings for cyclists and vehicles on Scenic Drive, including the junction of Scenic Drive and Mt Coot-tha Road and the turning point from Scenic Drive into the car park.

3.1. Proponent's reasons for change

3.1.1. Need for additional spaces

The requirement for an additional 150 spaces above that planned for the whole of the project is necessary to meet project schedule deadlines. Transcity provide the workers with a Go Card; however, those who live in areas where the scheduling and interchange of public transport services to the site do not coincide with the shift work start and end times use their own vehicles to get to work. BCC advised that the other construction workforce parking areas are at capacity and cannot accommodate the additional workforce vehicles.

There are currently four allocated and approved workforce car parks: the Ada Street carpark on the corner of Ada Street and Mt Coot-tha Road), the Toowong Park and Ride (adjacent to the Toowong bus depot), the Scenic Drive car park and the Rennies Road Indooroopilly car park.

3.1.2. Coordinator-General's evaluation report

The Coordinator-General's report of April 2010 provided the following condition in respect of construction workforce car parking in Condition 18(k), Appendix 1, Schedule 3 to the report:

The construction workforce must not park in local streets. A dedicated and adequate construction workforce off-street parking area must be provided. All construction workforce vehicles must be directed to project construction workforce car parks.

To avoid construction workforce car parking in local streets, shuttle transport between construction workforce car parks distant from a construction area must be provided for the duration of the period of the construction area is in use.

In December 2010, the Coordinator-General considered the proponent's second APC, which included a construction workers' car park in Anzac Park, Toowong. The Coordinator-General refused parking in this area, and recommended that Council, in developing a new parking plan, investigate a range of locations to satisfy the project's parking requirements during the construction phase of the project. Council was advised that different options should be considered individually and collectively and assessed using various criteria such as community impacts, cost, suitability, opportunities and risk. The Coordinator-General also recommended that Council consult with the community on the options (Appendix 1 to the report, page 59).

The recommendation further noted that, should Council's preferred option/s for parking propose another change to the project, an application would be required under section 35C of the SDPWO Act:

The proponent may apply to the Coordinator-General to evaluate, under this division, the environmental effects of the proposed change, its effects on the project and any other related matters.

Previous change reports

BCC has lodged applications for, and the Coordinator-General has provided reports in respect of:

- 2010—change application number 1—various design and project delivery changes
- 2011—change application number 2—proposed use of Park and Ride car park
- 2011—change application number 3—use of Scenic Drive for construction car parking
- 2011—change application number 4—tunnelling spoil conveyor system
- 2011—change application number 5—tollroad control centre
- 2012—change application number 6—workforce car park Indooroopilly.

All applications to the Coordinator-General and the Coordinator-General reports are available at www.dsdip.qld.gov.au/cg/legacy-way-project.html

4. Evaluation of the change request

In evaluating this APC, I have considered the following:

- the proponent's APC, dated 20 August 2012
- public submissions lodged as part of BCC's engagement strategy
- advisory agency submissions.

4.1. Traffic generation impact

The generation of up to 300 passenger vehicle trips on the road system adjoining Mt Coot-tha Road and on the state-controlled roads system adjoining Mt Coot-tha Road was considered by the Department of Transport and Main Roads. The department advised that mitigation works will need to be implemented by BCC if the state-controlled network operations are observed to be impacted by additional traffic from the temporary workforce car park on Lower Sir Samuel Griffith Drive. These mitigation works will be determined as part of Transcity's regular traffic monitoring and reporting arrangements with the Department of Transport and Main Roads.

BCC advised that Scenic Drive and the local road system to and from lower Sir Samuel Griffith Drive can accommodate the additional traffic generated by the proposal.

4.2. Emergency vehicle access

Emergency vehicle entry to and exit from Sir Samuel Griffith Drive was considered by the Queensland Fire and Rescue Services and the Queensland Ambulance Service. The Department of Community Safety advised on behalf of these agencies, that all types of emergency service and police vehicles can enter and exit the site and respond to an incident, provided the central lane for traffic can accommodate these vehicles to access the site and any other site and/or building on route. The proponent advised that it will comply with these requirements and incorporate them as part of the monthly emergency services project meetings held with the Queensland Fire and Rescue Services and Queensland Ambulance Service.

4.3. Public access to footpath

The public will continue to have access to the current footpath system located in the part of the road to be closed to public vehicles.

Cyclists and vehicular traffic will not have access to the lower section of Sir Samuel Griffith Drive once it is closed, cyclists and vehicular traffic will be diverted by way of signage to Scenic Drive. A range of issues were raised in the submissions lodged with Council by the public during its engagement consultation process, these issues are outlined below.

4.4. Community engagement

BCC provides an internet site dedicated to providing current news on the Legacy Way project:

www.brisbane.qld.gov.au/traffic-transport/roads-infrastructure-bikeways/tunnels-bridges-major-roads/legacy-way/Latest-news-updates/index.htm

Transcity also provides an internet site dedicated to the project:

www.transcityjv.com.au/

The information available on the sites includes fact sheets, project updates, construction updates and notifications to the community regarding works activities.

BCC advised that the community engagement strategy prepared for this proposal was prepared having regard to all conditions contained in the Legacy Way Project Coordinator-General evaluation report and change reports.

4.4.1. The process

BCC's communication program included advertising the proposal on its internet site from Monday 2 July to Tuesday 17 July 2012 and submissions were invited on the proposal. The following consultation activities were undertaken:

- face-to-face meetings were held with stakeholders
- information handouts were provided on site to cyclists and pedestrians during this period
- the Legacy Way Community Liaison Group was provided with information for distribution to relevant persons
- the Legacy Way Visitors Centre was used as an information dissemination venue
- signs were erected on the apex of Scenic Drive and Lower Sir Samuel Griffith Drive
- letterbox notifications were provided to residents in Ada Street, Richer Street, Horrocks Street, Walter Street, Purkiss Street, Mt Coot-tha Road, Old Mt Coot-tha Road and Birdwood Terrace.

4.4.2. Issues raised in submissions

BCC provided me with a copy of the submissions lodged and of its written response to the person making the submission. A summary of the key issues raised by the submitters include:

- length of time the road will be closed
- safety of cyclists and parked cars
- current safety design of Scenic Drive and its junction with Mt Coot-tha Drive is not suitable for cyclists
- construction workers should catch public transport to and from work
- permit the public to use the footpaths
- other local roads should be considered.

BCC's responses included commitments to undertake the following actions:

- the road will be reopened at the completion of the project and the road and footpaths will be upgraded
- the existing footpaths will continue to be open to the public
- cyclists will not be permitted to use the road to be closed to ensure the safety of the cyclists is not compromised by parked vehicles and shuttle bus movements
- Transcity encourages workers to car pool and use public transport, however the start and finish times for shift workers often do not meet the bus scheduling times allocated for the places where the workers live

- BCC considered other locations on Scenic Drive, however, matters such as the clearing of vegetation and capacity of areas available were not suitable
- BCC's engineering design team will work with the submitters and bicycle groups on safety design aspects and signage to ensure the safety of cyclists.

5. Conclusion

I am satisfied that the impacts of the proposal can be mitigated by the conditions in the reports for the Legacy Way Project since 2010.

Section 35G of the SDPWO Act provides that the Coordinator-General may decide if a proposed project change requires public notification. In the case of the evaluation of the proposed car park, I have decided that APC 7 did not require public notification.

As per section 35K of the SDPWO Act, the Coordinator-General's report for the EIS for the project and the Coordinator-General's change reports have effect for the project. However, if the reports conflict, the Coordinator-General's change report prevails to the extent of the inconsistency.

Pursuant to section 35I of the SDPWO Act, the evaluation of the application lodged by BCC for project change, dated 20 August 2012, concludes the following:

5.1 Traffic generation

I am satisfied on the advice of the Department of Transport and Main Roads and BCC that traffic generation will be monitored and the impacts dealt with by those agencies under the existing project delivery arrangements for the Legacy Way Project.

5.2 Police and emergency services

I am satisfied on the advice of the Department of Community Safety that police and emergency services vehicles have access to the site to respond to incidents.

5.3 Safety design

I am satisfied on the advice of BCC to the submitters that the engineering design team will work with those submitters, stakeholder bicycle groups and the Legacy Way Liaison Group, to incorporate cyclist safety design aspects on Mt Coot-tha Road and will audit those designs.

5.4 Conditions

Having regard to the agencies' advice I have decided that no conditions are required in my report. I am also satisfied that BCC will honour its commitments to the submitters as outlined in section 4.4.2 and in its responses to the submitters.

5.5 Distribution of change report

Pursuant to section 35J of the SDPWO Act, a copy of this report will be given to the proponent, and a copy will be made available at:

www.dsdip.qld.gov.au/cg/legacy-way-project.html

Appendix 1. Details of public notification and engagement strategy

Legacy Way

Workforce parking proposal Lower Sir Samuel Griffith Drive

Brisbane City Council is inviting community input on a proposal to use the lower section of Sir Samuel Griffith Drive, adjacent to Scenic Drive, for temporary workforce parking on Legacy Way.

Transcity, the contractor building Legacy Way, requires additional car parking for its workforce over the next two years, as construction activities continue. Under the proposal, the lower section of Sir Samuel Griffith Drive will close temporarily, for approximately two years, to through traffic and cyclists. This section of the road will be converted to one central lane with 150 car spaces to be line-marked on the existing road surface. A new footpath will be constructed to provide pedestrian access throughout this period. It is intended that this footpath will remain in place for public use once Legacy Way is completed. Transcity's workforce will be bused from this proposed car park to the Toowong worksite.

It is important to note that access to and from the Brisbane Lookout at Mt Coot-tha, via Scenic Drive, will not change and will be maintained at all times. This parking arrangement will not affect access around Mt Coot-tha.

Transcity will continue to use existing workforce parking locations in line with the Coordinator-General's project approvals.

The comment period for the parking proposal will run from **Monday 2 July to Tuesday 17 July 2012**. To have your say or find out more about the proposal, you can:

- visit the website and view the preliminary design at www.brisbane.qld.gov.au/legacyway
- phone the project team on 1800 692 333
- email the project team at legacy.way@brisbane.qld.gov.au
- write to:
Legacy Way Project Team
Brisbane City Council
GPO Box 1434
Brisbane Qld 4001

Legacy Way is Council's 4.6km road tunnel that will connect the Western Freeway at Toowong with the Inner City Bypass (ICB) at Kelvin Grove. Once open, Legacy Way will almost halve peak hour travel times between the Centenary Bridge and the ICB.



Information on website

Legacy Way: Lower Sir Samuel Griffith Drive workforce parking proposal
Preliminary design July 2012



Information on website



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Legacy Way – Lower Sir Samuel Griffith Drive workforce parking Communication and engagement plan

Overview

Transcity, the contractor building Council's Legacy Way tunnel project, requires additional car parking as its workforce numbers increase in line with construction activities.

Transcity currently has four allocated and approved car parking locations for its workforce at the western worksite; the Ada Street car park (on the corner of Ada Street and Mt Coot-tha Road), the Toowong Park and Ride (adjacent the Toowong bus depot), the Scenic Drive car park (near the point where Scenic Drive connects with Sir Samuel Griffith Drive) and the site on the corner of Moggill Road and Rennies Road, Indooroopilly.

Approximately 150 additional car parks are required. Transcity proposes to use the section of Sir Samuel Griffith Drive between Mt Coot-tha Road and the Scenic Drive car park for additional project car parking.

Background

In late 2010, Brisbane City Council submitted an Application for Project Change to the Coordinator-General, which included a proposal for workforce to park in a section of Anzac Park, to the south of the Western Freeway.

In response to community feedback, Council reviewed this plan and undertook a full assessment of all potential workforce parking locations, seeking extensive community feedback. A session was held with a group comprising key stakeholders on the issue, to gain feedback on the options. Council then developed a short-list based on feedback from community and experts in a range of fields such as traffic, safety, engineering and environment.

The community consultation process for the Legacy Way construction workforce parking, which included the Scenic Drive site as part of the 'Scenic Drive Combined Car park', was carried out in three stages (as detailed in the Car Park Option Investigation Report):

- Stage 1 – Workforce Parking Consultation Group (February 2011)
- Stage 2 – Community Consultation Sessions (March 2011)
- Stage 3 – Key Stakeholder Consultation.

The project team carried out a two-week consultation process, including the following communication activities:

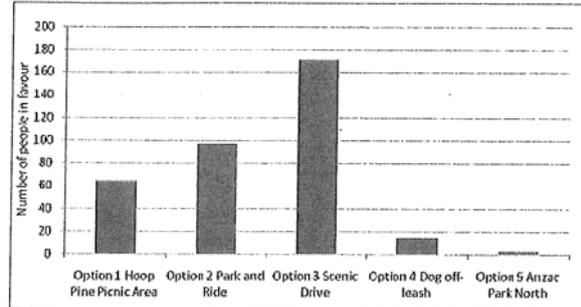
- Promotion through Westside News
- Letters distributed to 10,000 properties
- Fact sheets of the shortlisted options
- Feedback forms made available, encouraging stakeholder input
- 15 consultation sessions.



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A total of 308 written submissions were received by email and feedback forms in regard to the five shortlisted workforce parking options. The results of the nominated preferred options as identified from the feedback forms are shown below.

Community feedback on car park options



Scenic Drive was by far the preferred option with 172 nominations followed by 97 for the Park and Ride site, 65 for the Hoop Pine picnic area, 15 for the Dog Off-leash and just 3 for the Anzac Park northern area. Many of the preferred options were not specifically ranked and were equally nominated, particularly Scenic Drive and the Park and Ride, so there is no direct accounting correlation between the total numbers identified as preferred options and the total number of submissions (308).

Community feedback helped to inform the project's parking arrangements, with Council then submitting Applications for use of the Scenic Drive and the Toowong Park and Ride as workforce parking locations.

There was strong feedback from the local community throughout the consultation process in favour of solutions that take car parking away from residential areas and those that utilise existing car parking areas, where possible.

Goals and objectives

The goal of this plan is to provide a clear direction for effective community engagement on the *Lower Sir Samuel Griffith Drive workforce parking proposal*.

Specifically, this plan aims to provide a framework for communication activities to:

- engage key stakeholders, providing them with relevant information
- provide an opportunity for stakeholders to provide feedback
- collate and consider stakeholder feedback.



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Communication strategy

To ensure that community feedback is fully represented, the project team will take the following steps:

- Utilise feedback gained from the broader community during last year's workforce parking consultation process.
- Develop a targeted program to consult key stakeholders that have been identified from earlier consultation and ongoing community engagement activities and liaison on the project.

It is important that key stakeholders are able to review the proposed arrangements and have the opportunity to meet with project representatives to find out specific information about the proposal, as required.

As a great deal of broader community feedback was captured in the 2011 workforce parking consultation program, this consultation process will not duplicate the earlier one. Activities will centre on individualised one-on-one engagement with identified key stakeholders.

Timing

Consultation will be held over a three-week period. Proposed timing of activities is below:

Phase	Expected timeframe
Phase 1: Brief internal stakeholders.	w/c 25 June 2012
Phase 2: Contact all key stakeholders to provide information and offer briefing. Start of a two week comment period for stakeholders.	w/c 2 July 2012
Phase 3: Collate and review all stakeholder comments in a consultation report to the Coordinator-General, to identify community and stakeholder issues and feedback.	w/c 17 July 2012

Materials

The project team will use the following materials during engagement activities:

- Notification to the local community (Ada Street, Richer Street, Horrocks Street, Walter Street, Purkiss Street, Mt Coot-tha Road, Old Mt Coot-tha Road, Birdwood Terrace). See attached map for proposed notification drop.
- Flyer to be distributed to cyclists at safe locations on Scenic Drive/Lower Sir Samuel Griffith Drive.
- Corflute signs on the apex of Scenic Drive and Lower Sir Samuel Griffith Drive.
- Maps of workforce parking proposal, including drawings showing parking arrangements.
- Website updates on both Council's websites.

The list of key stakeholders to be engaged as part of consultation on the *Lower Sir Samuel Griffith Drive* workforce parking proposal has been developed in line with previous community feedback and continuing stakeholder liaison.



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Communication activities/tactics

Communication tactics are broken down below by stakeholder to show the timing of key engagement activities.

Phase 1 – Internal stakeholders & elected representatives – week commencing 25 June 2012

Channel/Target	Overview	Activity/Tactic	Timing
Infrastructure Chair	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Active and Public Transport Chair and Councillor of Toowong	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Member for Mt Coot-tha	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Manager, Natural Environment and Sustainability (NES)	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Manager, Active Transport (AT)	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Manager, Transport Planning and Strategy (TP&S)	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Curator, Botanic Gardens	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Manager, Mt Coot-tha Quarry	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Acting Manager, Asset Services	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June
Communication Manager, Corporate Communications	Provide briefing on the workforce parking proposal and engagement approach.	• Briefing	w/c 25 June



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Phase 2 – Community stakeholders – week commencing 2 July 2012

Stakeholder w/c	Overview	Activity/Tactic	Timing
Local residents (Ada Street, Richer Street, Horrocks Street, Walter Street, Purkiss Street, Mt Coot-tha Road, Old Mt Coot-tha Road, Birdwood Terrace)	Distribute letter/ notification to residents and businesses in close proximity advising them of plans and offering them opportunity to comment.	<ul style="list-style-type: none"> Letter/ notification 	w/c 25 June
Bicycle Queensland	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Centenary BUG	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Brisbane Lookout (Summit Restaurant, Kuta Café)	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Hiking groups	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Brisbane Bushwalkers Club (does a weekly night walk on Mt Coot-tha)	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Coot-tha Classic organisers	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July
Stuartholme School	Call/email to provide information on the workforce parking proposal and offer briefing.	<ul style="list-style-type: none"> Phone call Meeting 	w/c 2 July

Signage

Corflute signs will be installed at the apex of Scenic Drive and Lower Sir Samuel Griffith Drive from 2 July. Signs will be A0 in size and be situated on the verge to both the left and right of the Lower Sir Samuel Griffith Drive access.



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Cyclist engagement

The team will do several distribution sessions at safe locations along Scenic Drive and Lower Sir Samuel Griffith Drive. This will consist of two team members being available to provide information to cyclists during the following times:

- Monday 2 July, 5-7am
- Wednesday 4 July, 5-7am
- Friday 6 July, 5-7am



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