




Dedicated to a better Brisbane

LEGACY WAY

It's all part of Council's plan

Issue	Community and stakeholder feedback or comments	Council's response/position
	<p>Concerns as to why the contractor requires extra parking.</p>	<p>Management and scheduling of the Legacy Way workforce is the responsibility of Transcity.</p> <p>Council, as project proponent, is seeking the appropriate planning approval be in place for the workforce parking proposal.</p> <p>Transcity's initial estimates for its workforce meant it required approximately 300 car parks during the construction of Legacy Way, however, initial workforce estimates have been revised, following a review of construction activities, progress and techniques. Due to the space restrictions on the Toowong worksite, and a complex construction program requiring a number of activities to be undertaken simultaneously, additional workers will be needed as large-scale construction activities continue. This means that approximately 150 additional car parks are required for the upcoming stages of construction.</p>
	<p>Support for the contractor to park its workers off-site and use buses to transport them to the Toowong worksite. Suggested locations included Jindalee, Bardon and the old tennis centre on Milton Road.</p>	<p>Minimising construction impacts on the local community by keeping the Legacy Way workforce from parking on residential streets was a focus for Council when selecting a location for the proposed car park. Importantly, the proposal keeps vehicles from parking in residential streets.</p> <p>The project requires parking locations to be in close proximity to the Toowong worksite to ensure workers can be transferred to and from site in a reasonable timeframe. The proposed car park meets that requirement and is also serviceable by the workforce bus, which transfers workers between the worksite and the existing project car parks.</p> <p>Locations such as Jindalee and Bardon were investigated but found to be too far from the worksite to be viable for workforce parking locations.</p> <p>The old tennis site on Milton Road was investigated, however, this site would not have been available for the full period of Legacy Way construction, as it is due to be rejuvenated by 2014.</p>
	<p>There was some support for the proposal as it impacts the Mt Coot-tha Forest and summit, as well as the surrounding residents, to the minimum extent possible.</p> <p>This area is a known bushfire zone which needs to be considered if the proposal is approved.</p>	<p>The proposal minimises environmental impacts while not impacting on existing residential street parking.</p> <p>The Queensland Fire and Rescue Service will be consulted on the proposal prior to any change in traffic arrangements required.</p>



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Public transport	<p>The proposed location would impact organised events, such as the Great Brisbane Bike Ride (Mt Coot-tha Challenge route), the Coot-tha Classic (not run in 2011) and the Musdash 5km summit walk.</p> <p>Workers should be encouraged to use active and/or public transport or car pool to get to work, rather than drive private vehicles, which require parking.</p>	<p>The project team will liaise with event organisers to investigate how Council can minimise the impact of the proposed car park on these events, where possible.</p> <p>The scheme can be designed to allow for special events on Sundays.</p>
Flora and fauna (including Mt Coot-tha Forest and summit as a tourist destination)	<p>Concerns that locating the proposed car park in close proximity to the Mt Coot-tha Forest will affect its scenic and environmental qualities.</p> <p>The proposed car park should be lit in a way that minimises impacts on nocturnal wildlife.</p> <p>Queries as to whether the proposed car park would require tree clearing.</p>	<p>Transcity actively encourages its workforce to car pool and has provided go cards to workers who choose to use public transport. Unfortunately, due to the workers' start and finish times, it is often challenging to find suitable public transport services. Also, some members of Transcity's workforce live in areas out of Brisbane, which are not generally as well serviced by public transport. Council supports this position and is actively ensuring workforce do not park in residential streets.</p> <p>The project team has carried out environmental investigations into the proposed site to identify any potential environmental impacts on the Mt Coot-tha Forest and surrounding tourist area. Any identified impacts will be considered and appropriate management measures implemented.</p> <p>The proposal minimises environmental impacts while not impacting on existing residential street parking.</p> <p>The proposed car park will be lit to ensure the safety of car park users. The proposed lighting will be selected to be consistent with similar road lighting arrangements within the Mt Coot-tha area.</p> <p>The proposed workforce car park would be located within the existing Sir Samuel Griffith Drive road reserve.</p> <p>No tree clearing will be carried out for the establishment of the car park. Any vegetation trimming carried out along the road edges will be carried out to maintain sight lines in accordance with Council's existing roadside vegetation management policies.</p>
Consultation	<p>Queries as to what the approval process was for the proposed car park.</p>	<p>Council is seeking feedback on the workforce parking proposal from the community and key stakeholders.</p> <p>Community feedback has been incorporated into the car park design which will be submitted to Queensland's Coordinator-General for approval.</p>



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Workforce behaviour	<p>Support for consultation with local residents and key stakeholders on Council's reinstatement plans for the proposed car park.</p> <p>Concerns that workers will speed up Scenic Drive to access the proposed car park to make their shift time.</p> <p>Feedback that workers have been observed running the stop sign at the end of Scenic Drive, when turning into Mt Coot-tha Road.</p> <p>Support for education of the workforce and bus drivers who will use the proposed car park, so they are conscious that they sharing the roads with other users.</p>	<p>The workforce parking proposal is temporary and Council and Transcity plan to reinstate the lower section of Sir Samuel Griffith Drive once major construction activities have been completed on Legacy Way in early 2015.</p> <p>The level of consultation on the proposed car park's reinstatement is yet to be determined.</p> <p>Council and Transcity take very seriously the conduct of the workforce on the Legacy Way project.</p> <p>Workers on the project sign up to a code of behaviour before starting work on the project and the importance of this is reinforced regularly through inductions, pre-start meetings and toolbox sessions.</p> <p>Council and Transcity will monitor the operation of the car park, as required.</p> <p>Community feedback on workers' behaviour is provided to Transcity so corrective action can be taken.</p>
Traffic movements in the local area	<p>Feedback on and interest in how the changed traffic conditions, required for the workforce parking proposal, will be managed.</p> <p>Concern that the proposal will increase vehicle movements on Mt Coot-tha Road and Scenic Drive.</p>	<p>The workforce parking proposal will include regulatory signage and line-marking both at the apex of Scenic Drive and Sir Samuel Griffith Drive, as well as at the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road. This will assist in directing safe and legal traffic movements at these intersections, for all road users.</p> <p>The proposed car park is expected to have a speed limit of 20km/hour along its length to ensure workforce vehicles and shuttle buses use an appropriate speed for the changed traffic conditions.</p> <p>The traffic control measures, signage and line-marking will ensure the changed traffic arrangements are safe for all road users and minimise impacts on the local area.</p> <p>The car parking arrangement will be subject to road safety audits, which will be conducted both as part of the design process and on the physical operation of the car park, to ensure safety for motorists, cyclists, Transcity's workforce and pedestrians.</p> <p>Council and Transcity will monitor the operation of the car park, as required.</p> <p>Under the proposal, it is expected that approximately 300 traffic movements per day will be added to Mt Coot-tha Road and Scenic Drive when usage of the car park peaks in the second half of 2014. The expected traffic volumes</p>



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	<p>Consideration should be given to running workers' vehicles in the opposite direction, i.e. up Sir Samuel Griffith Drive rather than down, to reduce the light nuisance on homes located across the road at the intersection of Mt Coot-tha Road and Sir Samuel Griffith Drive.</p>	<p>on these roads are consistent with their function in the road network and equate to less than four percent additional traffic on Mt Coot-tha Road.</p> <p>Council investigated having workforce vehicles and shuttle buses travel up Sir Samuel Griffith Drive, however, the most suitable and safe outcome is to maintain the current arrangement.</p> <p>As the proposal includes no formal gate at the top of Sir Samuel Griffith Drive or physical speed devices, running vehicles up the road in the opposite direction may pose a safety risk.</p>
	<p>Improved signage is needed at the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road to notify motorists that Sir Samuel Griffith Drive is a one-way road (in that location).</p> <p>The additional vehicle traffic generated by the proposed car park may increase the likelihood of a serious crash between a motor vehicle and a cyclist(s), especially during shift change over periods.</p>	<p>The proposal will include regulatory signage and line-marking both at the apex of Scenic Drive and Sir Samuel Griffith Drive, as well as at the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road. This will assist in directing safe and legal traffic movements at these intersections, for all road users.</p> <p>The intersection would also include lighting to an appropriate standard.</p> <p>The car parking arrangement will be subject to road safety audits to be conducted both as part of the design process and on the physical operation of the car park to ensure safety for motorists, cyclists, Transcity's workforce and pedestrians.</p> <p>The proposed car park is expected to have a speed limit of 20km/hour along its length to ensure workforce vehicles and shuttle buses use an appropriate speed for the changed traffic conditions.</p> <p>Under the proposal, the Scenic Drive and Sir Samuel Griffith Drive intersection will be redesigned to improve safety for all road users. Specifically, the left slip lane along the down stretch of Scenic Drive will be removed and closed off to all traffic, meaning that all traffic (motorists and cyclists) coming down from the summit to Mt Coot-tha Road will only be able to use Scenic Drive.</p> <p>The proposed improvements at the Scenic Drive and Mt Coot-tha Road intersection would assist in improving the safety of the intersection for all road users.</p>