## Table 11: Public Transport, Pedestrian & Cycle Networks

Submission No.

11.	2. Pedestrian/Cycle Bridge
	Connection to Victoria
	Point

**Issue Summary** 

Submissions were received in objection to the proposed future pedestrian and cycle bridge that will link the Victoria Point centre with the southern section of the structure plan area. The issues raised in objection were:

- There is concern regarding the damage that will be caused to vegetation during construction of the bridge;
- Construction of the bridge would make the area more vulnerable to weed invasions:
- Putting a bridge in would create crime in the area and ongoing use will increase litter in the area;
- There is no formal description of the connection point for the bridge

A submission was also received in support of the proposed pedestrian and cycle bridge. The submitter mentioned that cycle and pedestrian access through the green corridor would be much better than having to cross busy roads. They also stated that the bridge is extremely important to take reliance off private car use.

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# Officer Comments

The establishment of a pedestrian/bicycle bridge from the end of Abeya Street across Eprapah Creek is important to providing improved accessibility between the new structure planned community and Victoria Point major centre. The provision of the proposed pedestrian/bicycle bridge across Eprapah Creek will be carefully managed from construction to operation to minimise impacts and ensure the long-term protection of the sensitive environmental values of the waterway through measures such as erosion control, bridge design, fencing and weed and litter management.

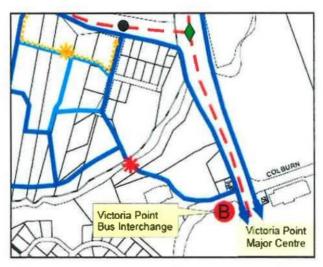
Officer Comments and

Recommendations

The proposed connection and bridge will be included in Council's proposed Transport Infrastructure Charge.

#### **Workshop Outcome**

That the submitters note the officer comments.





## Table 11: Public Transport, Pedestrian & Cycle Networks

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Issue Summary	Submission No.	Officer Comments and Recommendations
	9,720,721,722,723,724,72 5,726,727,746,747,421,58 9	
	382	
11.3. Provision of Public	209	Officer Comments
Transport Services	26,24,27,28,29,30,33,34,3 6,37,38,40,41,42,43,44,45, 46,47,49,50,51,52,53,54,5 5,56,57,58,59,60,61,62,63,	RCC are continually working with TransLink to promote the needs of public transport users. RC supports any infrastructure that would assist in public transport operation; however the corrido

Submitters also raised concerns regarding the public transport within the structure plan area. The areas of concern were:

- existing public transport in the area not being sufficient to cater for current residents:
- the level of consideration given to improving public transport in the area as part of the structure plan;
- there being no high capacity public transport such as rail or tram in the area to cater for additional residents.

supports any infrastructure that would assist in public transport operation; however the corridors which would benefit from this infrastructure are owned and operated by DMR not Council. Implementation of the Eastern Busway to Capalaba has been pushed out considerably by the state and is out of Councils control.

The establishment of a pedestrian/bicycle bridge from the end of Abeya Street across Eprapah Creek is critical to providing improved accessibility between the new structure planned community and Victoria Point major centre and the bus station.

There are also a number of bus routes which run along the mains roads which pass through the Structure Plan Area. Cleveland-Redland Bay Road currently has four bus routes that run along it. One of these routes currently runs every 30 minutes, in both directions, operating between Redland Bay and Brisbane City. There are also 2 additional daily hourly services and 1 service that operates in peak periods. These routes operate between Victoria Point, Cleveland and Capalaba. Boundary Road currently has seven bus routes that run along it. Of these, 3 services run hourly with the remainder operating in peak times. These routes run to Capalaba, Mount Gravatt, Redland Bay and Brisbane City.

New development must be designed to ensure accessibility to Main Roads and bus stops recognised in overlay. Map 3 amended to indicate the bus stops identified from the discussion with Translink.

### Workshop Outcome

1) New map- bus stops to overlay to recognise strong connections to Main Roads bus stops. Cleveland Capalaba bus priority measures