The floods in January 2011 severely damaged the CityCat and City Ferry terminals along the Brisbane River. Directly after the event a huge effort was made to provide a temporary solution to reinstate the CityCat service as quickly as possible which was achieved within a 90 day period.

During the process of re-establishing the terminals State Government announced an open competition to design a new ‘iconic’ ferry terminal with improved flood resilience. The design competition was administered by the State Government and then handed to Brisbane City Council to deliver the outcome.

University of Queensland CityCat terminal was identified as one of the top 8 flood affected terminals so an allocation has been made to replace the current facility with the iconic design. The key benefits of the new design include:

**Flood Resilience** – designing the terminals to higher standards will allow the structures to survive a similar flood event and/or allow ferry operations to recommence much sooner post-flood.

**DDA and DSAPT compliance** – constructing compliant structures will provide equitable access for all.

The location of the new iconic terminal is proposed to be moved approximately 400m upstream to the site of the former cross-river ferry terminal previously used as an overnight mooring of CityCats prior to the January 2011 flood. The new location offers an improved transport hub which will improve choice and safety for visitors and students. The benefits are that CityCat services can continue during construction, it reduces the number of potential vehicle/pedestrian conflict points to The Great Court precinct, focuses the university’s security initiatives and student/visitor information, is closer to the student accommodation areas, and is sited in an area of reduced flow velocities which decreases the likelihood of debris impact. To further improve the integrated transport network it is proposed to use the name UQ St Lucia.
The new terminal is made up of the following elements:
River lead pier: The lead pier is a 16.6m high concrete structure with two primary roles. The first is to anchor the pontoon and allow it to rise and lower with tidal and flood conditions. The second role is to act as a deflection structure which will deflect large floating items away from the pontoon to prevent impact damage. The pier will also be the location identifier with the name of the site.
Floating pontoon: the pontoon is a steel structure with a roof and 3 boarding gates. The gate configuration allows dual berthing as well as options for berth from both the front and rear of the vessel. The pontoon will have seating for 30 waiting passengers and will have improved lighting at a level of 150lux.
Night mooring facility: The pontoon will have an extension which allows night mooring for 2 vessels. This consolidates the old mooring site and terminal into one site.
Gangway: The gangway is the connection from land to the terminal. The gangway will have two unique features which. At high flood levels the gangway will detach from the landside abutment structure and swing behind the pontoon to prevent debris build-up on the gangway which could cause damage. The second feature is that the gangway is designed to provide DSAPT compliant gradients with rest areas in all tidal conditions. The gangway will have a roof to provide protection in all weather conditions.
The abutment structure is a structural element to provide support to the gangway. The structure will have a roof to provide protection as well as being a timetable and ferry information point.
The existing pontoon is planned to be demolished and removed after the construction of the new terminal is complete unless QU wish to utilise for other purposes.
Landside works: The user is presented with two options to move from the terminal to Sir William Macgregor Drive. The first is via a DSAPT compliant 1:14 access ramp with landings. These landings will allow wheelchair circulation and also typically a resting point, including a compliant seat and space for a wheelchair to stop / rest. The alternative is a direct stair access with a central plaza rest area.
The proposed layout responds to the existing slope by generally filling, rather than cutting to reduce impact to slope and adjacent existing trees. The design also works to remain inside of the existing large significant trees that lie to each side of the extent of works area. The landform between sections of ramp can be manipulated, by minor filling to change grade, to reduce height and impact of retaining walls and handrails. Planting, to approx. 1m with native trees over (to maintain clear sightlines for CPTED) will also provide a great deal of softening and integration to meld the design into the existing riverbank and rehabilitate riparian vegetation disturbed during construction works. The access route will have improved lighting and signage.

The CityCat operators have an allocation of 8 parking spaces. The same number of parking spaces will be re-located to the new terminal site. BCC will enter into a new Licence to Occupy for the new site.
UQ St Lucia
CityCat Terminal Upgrade

Presentation to
Building & Grounds Committee
8th November 2013

Rachel Fowler
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Flood Recovery Design Project Leader
Project Overview:

- Funding has been allocated by Queensland Reconstruction Authority (QRA) to rebuild 7 terminals to the new ‘iconic’ design
- The scope agreed with QRA is to construct new terminals for:
  - Improved Flood Resilience;
  - Disability Standards (as practicable)
- QRA funding deadline for construction is: June 2015
Vision


- Cox Rayner with Aurecon were the successful competition winner

- In addition to the architectural merit, two further requirements are flood resiliency and improved disability access.
Benefits of relocating the terminal

• New terminal location has less risk of flood damage than current due to lower river velocities
• Provides integrated transport options which improves student choice and safety between the bus and ferry
• Contribution from BCC to UQ of up to $750k for access improvement works between the new terminal location and UQ Student Union
• Improved accessibility to The Great Court Precinct by reducing vehicular and pedestrian conflict points
• Single mass transit route into the campus which allows UQ to target security initiatives and focus student/visitor information.
• Access to new terminal location offers natural shade to the University campus
• Improved accessibility for the colleges to the south of the University campus
• Council only requiring one lease over UQ land rather than the two at present (mooring and terminal)
• Possible opportunities for UQ to use old site. Council will apply for demolition at this stage, however, is open to talk about the reuse of current terminal through the ‘River’s Edge Strategy’
• No disruption to CityCat services during construction
• Improved user experience and gateway to the University Campus.
Land based works:

- DDA compliant ramps to the terminal
- Improved pedestrian lighting
- Extensive planting with native species
- Improved signage.

Brisbane City Council will contribute up to $750k for accessibility upgrade works from new terminal to UQ Student Union by UQ.
The Next Steps…

• Obtain approval from UQ to locate the ferry terminal at the proposed location and design of land based works

• Obtain ‘Owners Consent’ letter from UQ consenting to lodgement of a DA for the works within the Brisbane River as a matter of urgency to enable the DA to commence and obtain approval by early 2014 to meet QRA funding deadline

• Formal agreement and tenure to be negotiated for occupation of the University land.

• Construction commence mid 2014

• Construction completed end 2014.