1. Research Background
This was a creative urban design work, in response to deliberations over a possible new bus, pedestrian, cyclist or vehicular bridge from the St Lucia campus to the inner southern suburbs. The creative work is the author’s urban planning analysis and schematic design for the bridge and bus station.

2. Research Contribution.
The design represented a novel resolution to a heated political deadlock between the University of Queensland and the Brisbane City Council. BCC wished to bridge the river to run buses and vehicles to St Lucia (the city’s second busiest destination) and to link the city’s eastern and western transport systems. UQ and St Lucia resident groups objected to either a car or bus bridge that would bring traffic through the relatively peaceful peninsula. The author’s design proposed a discontinuous green transport system that over-sailed and did not link into the campus roads. Initial transport predictions led to the proposal of an elevated colonnaded bus-way with arriving into the heart of the campus. BCC’s subsequent doubling of bus station requirements diminished the elegance of the initial design somewhat. The design provocation was however successful in overcoming both parties’ initial resistance to the concept of a discontinuous, ‘drop-off and return’ bus bridge and terminus.

3. Research Significance
The author did not present the project to the UQ/BCC working party, but many key elements from the schematic design were implemented in the subsequent $240 million bridge (by DCM). UQ management could attest to the impact of the author’s scheme to this outcome. The resulting bus route has largely revolutionized the connectivity of the university to the city and to its south side and provides the predicted highly attractive garden arrival to the university.

REFERENCES