

**ATTACHMENT 1: SUMMARY OF CONCEPT OPTIONS**

<b>Option 1</b> New timber arch bridge in original location	<b>Estimated construction cost: \$3M+</b>
 	<ul style="list-style-type: none"> <li>• Highest cost replacement option</li> <li>• Requires additional detailed structural investigation into the existing abutments to determine cost and feasibility</li> <li>• Small portion of the original timber could be reused</li> <li>• Requires heritage approvals / protection of abutments</li> <li>• Minor impacts to native vegetation</li> <li>• Unable to view remaining heritage elements</li> <li>• Low impact to road traffic during construction</li> </ul>
<b>Option 2</b> New steel arch bridge in original location	<b>Estimated construction cost: \$2.5M - \$3M</b>
 	<ul style="list-style-type: none"> <li>• Second highest cost replacement option</li> <li>• Requires additional detailed structural investigation into the existing abutments to determine cost and feasibility</li> <li>• Requires heritage approvals / protection of abutments</li> <li>• Minor impacts to native vegetation</li> <li>• Unable to view remaining heritage elements</li> <li>• Bridge colour and deck options available</li> <li>• Low impact to road traffic during construction</li> </ul>
<b>Option 3</b> Contemporary steel bridge in original location	<b>Estimated construction cost: \$1.5M - \$2M</b>
 	<ul style="list-style-type: none"> <li>• Medium cost replacement option</li> <li>• Requires additional detailed structural investigation into the existing abutments to determine cost and feasibility</li> <li>• Requires heritage approvals / protection of abutments</li> <li>• Unable to view remaining heritage elements</li> <li>• Minor impacts to native vegetation</li> <li>• Bridge colour and deck options available</li> <li>• Can be prefabricated off site</li> <li>• No impact to road traffic during construction</li> </ul>
<b>Option 4</b> Cantilever from road bridge	<b>Estimated construction cost: \$1M - \$1.5M</b>

 	<ul style="list-style-type: none"> <li>• Lowest cost replacement option</li> <li>• Requires additional detailed structural investigation into existing road bridge to confirm cost and feasibility</li> <li>• Narrowest option</li> <li>• Road disruption during construction</li> <li>• Good visibility of, but no impact on, the remaining heritage elements</li> <li>• Good opportunity for interpretative elements</li> <li>• May not realise whole of possible design life as the footbridge will be replaced when road bridge is renewed (c.40yrs)</li> <li>• No impact to native vegetation</li> </ul>
<b>Option 5</b> New curved bridge located away from road	<b>Estimated construction cost:</b> \$1.5M - \$2M
 <b>5A</b>  <b>5B</b>	<ul style="list-style-type: none"> <li>• Medium cost replacement option</li> <li>• Requires additional detailed investigation into cultural heritage protection of the location to confirm cost and feasibility. Native vegetation impact expected to be high.</li> <li>• Good visibility of, but no impact on, the remaining heritage elements</li> <li>• Colour and deck options</li> <li>• Available with (5B) or without (5A) viewing platform</li> <li>• Good opportunity for interpretative elements</li> <li>• No impact to road traffic during construction</li> <li>• Good pedestrian and cyclist safety away from Heaslip Road</li> <li>• Longest bridge and 'detour' away from pedestrian desire line along Heaslip Road (may reduce use)</li> </ul>
<b>Option 6</b> Do nothing (includes make good site)	<b>Estimated cost:</b> \$150k-\$200k
	<ul style="list-style-type: none"> <li>• Lowest cost option</li> <li>• Does not provide safe pedestrian access along Heaslip Road</li> <li>• Footbridge has not been available since 2019 with low (but potentially growing) usage demand.</li> <li>• No impact to road traffic during delivery</li> </ul>

	<ul style="list-style-type: none"><li>• Pedestrians would be catered for in approximately 30-40 years when the road bridge is due for replacement</li></ul>
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