Attachment A - Options assessment

	Estimated Cost*	Constraints and risks	Opportunities
Concept 1 (original route): Original design - a 70 metre long suspension bridge and 35 metre long boardwalk tying into the existing pathway. Height difference at the bridge ends is 3 metres.	$335,000	Landowner approval required to construct the walkway across jointly owned land.	Provides the best level of service of all four options with a shorter, more direct route at the lowest cost. Greater public safety through providing a straight visual route.(CPTED Crime Prevention Through Environmental Design) Lower construction cost. Shortest total walkway length. Easier construction and smaller foundations required. Direct access from Heritage Lane to the track. Avoids the rodeo paddocks. Potential to be a local attraction providing a tree-top experience. Potential to acknowledge the joint landowners through signage and plaques, and to educate the community on the QE II Trust.
Concept 2: 70 metre long suspension bridge at a new location and 58 metres of boardwalk and concrete pathway. Height difference at the bridge ends is 3 metres.	$398,000	Higher cost. Less direct route. Boardwalk and concrete pathway required through the rodeo paddocks. Longer boardwalk structure contributes to additional cost.	Utilises the original suspension bridge design. Easier construction and smaller foundations required. Direct access from Heritage Lane to the track. Potential to be a local attraction providing a tree-top experience.

Concept 3: 110 metre long suspension bridge at a new location with 60 metres of boardwalk and concrete pathway. Height difference at bridge ends is 5 metres.	$560,000	Highest construction cost. Directs users through the Atlas site and future development and timing of this is to be confirmed. The walkway may be dependent on the site development occurring first. The route is adjacent to a former landfill area and construction complexities and costs may escalate through the design and construction phases due to unforeseen factors. Less of a direct route creating a risk of informal local tracks forming through the bush as a short-cut. More visually obtrusive due to larger support towers. Greater length of boardwalk required to transition from the bridge height to ground level, which may also have a visual impact. Long connection path required to provide access to the showgrounds car park.	Avoids the rodeo area. Shortest length of connecting pathway required if the existing sealed accessway can be used. Good site access for construction. Potential to be a local attraction providing a tree-top experience.
Concept 4: 15 metre long timber bridge with 450 metres of new concrete pathway.	$335,000	Least direct route to Heritage Lane. Risk that the walkway will be less likely to be used and informal local tracks will be formed through the bush as a short-cut. Directs users through the Atlas site and future development and timing of this is to be confirmed. The walkway may be dependent on the site development occurring first. Less likely to provide a local attraction experience.	Comparable cost to the original design. Least impact on the surrounding ecological area. Less visual impact. Avoids the rodeo area. Connects with the Atlas site and provides linkages with this part of the reserve and with a proposed Park and Ride facility. Good site access for construction.

**This cost estimate excludes community engagement, specialist reports, internal project management, signage and contingency*