

Canning Bridge and Reserve

186 Lytton Road, East Brisbane

Hailed as the first major bridge built in Brisbane since the construction of the Story Bridge, the Canning Bridge was originally known as the Norman Creek Bridge. It was part of Brisbane City Council's £10,000,000 (\$18,933,041) post-war works program and connected East Brisbane to Norman Park and the suburbs beyond.

Navigational hint: travelling upstream after leaving the New Farm Park ferry terminal, look across the river for the short white bridge flanked by attractive reserves. Travelling downstream, the bridge is just a little way up from Mowbray Park ferry terminal.

Described in 1954 as an imposing concrete structure, the bridge is an attractive example of the work produced by R. J. Drysdale, who at the time was an assistant to Hylton B. Dale, architect for the City of Brisbane. M. R. Hornibrook, whose company constructed the Story Bridge and Hornibrook Highway Bridge, won the tender for the construction of the Norman Creek Bridge at a cost of £86,379 (\$163,541). It was estimated to take 2 years to build, but limited Council finances extended the build to 3 years.

The deck was designed with arched concrete ribs running parallel with the roadway and rectangular piers set at angles across the ribs to reflect the angle at which Norman Creek enters the Brisbane River. The 2 centre piers extend beyond the outermost arches, tapering and stepping outwards to form bracket-like supports to the edge of the road deck. Originally, the deck carried central tram tracks with a vehicle lane and pedestrian path on each side. However, after the tramway system was decommissioned in 1969, the deck was altered to 2 vehicle lanes in each direction.

In late 1956 the bridge was renamed for Francis Joseph Canning, who served as president of the Council of Progress Associations in Brisbane for 20 years as well as being Janice's grandfather.