

# Swan River Crossings Consultation Summary

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# Part 1. MRWA Community and Stakeholder Engagement Summary

Consultation undertaken by Main Roads prior to the Alliance forming

# SWAN RIVER CROSSINGS PROJECT

## 1 SUMMARY OF STAKEHOLDER ENGAGEMENT

### 1.1 KEY STAKEHOLDERS

Main Roads commenced community and stakeholder engagement in mid-2019 using targeted meetings with the following key stakeholder organisations between 8 August 2020 and 7 October 2020 (in order):

- Public Transport Authority (project partner)
- City of Fremantle
- Heritage Council of WA
- Department of Transport (Urban Mobility)
- Fremantle Ports
- Department of Transport (Marine Safety)
- Department of Transport (Freight, Ports, Aviation and Reform)
- Office of Government Architect
- Westport.

A range of constraints and opportunities were identified, and to manage the range of expectations and interests, a Key Stakeholder Workshop was held in October 2019 with the above organisations, with the addition of the Town of East Fremantle, to:

- Consider and inform key project parameters and requirements,
- Inform the design development process,
- Understand stakeholder needs and expectations and
- Inform the scope finalisation process.

### 1.2 KEY STAKEHOLDER WORKING GROUPS

In response to the range of issues identified, three working groups were established in addition to Technical Working Groups. These groups had representation from the stakeholders listed above and met at various times between April 2020 and November 2020:

- Communications Working Group
- Heritage, Movement and Place Working Group
- River Operations Working Group.

The Communications Working Group had representation from all key stakeholders and provided stakeholder contacts to include in Main Roads' communications and stakeholder register.

### 1.3 STEERING COMMITTEE

A project Steering Committee was established in December 2019 and included:

- Main Roads WA
- Department of Infrastructure, Transport, Cities and Regional Development
- Public Transport Authority
- Department of Transport
- Fremantle Ports
- City of Fremantle

### 1.4 ABORIGINAL ENGAGEMENT

The Whadjuk Working Group was invited to various meetings but this engagement was initially restricted due to the group's advice regarding Covid-19 risks.

A project briefing was held in accordance with Covid-19 restrictions on 14 October 2020. This is being followed up using workshops with Aboriginal Elders to seek stories regarding the importance of the project area to inform the design of the crossings. These workshops started in October 2020 and will inform the project's heritage interpretation strategy. A major consideration is to consider minimising the number of piers (new bridge) in the water. *Note: The formal approval process is managed separately.*

## **1.5 CONNECTIVITY ASSESSMENT**

Public Transport Authority, Department of Transport, City of Fremantle and Westcycle have been engaged in the Connectivity Assessment (cycling and pedestrian links) for the project, and this work is continuing.

## **1.6 LOCAL GOVERNMENT BRIEFINGS**

City of Fremantle: 2 December 2019 and 14 September 2020

Town of East Fremantle: 11 November 2020

## **1.7 MARINE STAKEHOLDER BRIEFINGS**

Targeted briefings were held with Water Police and the Fremantle to Rottnest ferry operators. Key concerns included constraints with height and width clearance issues under the bridge for these operators. Potential for future larger ferries to be used in WA was asked to be considered for the project (given associated tourism benefits).

## **1.8 WIDER STAKEHOLDER AND COMMUNITY ENGAGEMENT**

Wider engagement started on 6 August 2020 with the release of the Minister for Transport Media Statement (and social media post)

<https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/08/Community-feedback-sought-on-Fremantle-Traffic-Bridge-replacement.aspx>

- The online stakeholder engagement platform, MySayTransport was used to facilitate the engagement and included project information, frequently asked questions, videos, links to project information on the Main Roads website as well as an online survey (open for six weeks with more than 300 responses received).
- Letters were issued through Australia Post to directly impacted residents along Queen Victoria Street with details of the project and advice as to who to contact for further information.
- 23,000 newsletters outlining the project and methods to provide feedback, seek further information were posted to Fremantle and surrounding areas in August 2020.
- Project subscriber database was set up and advertised on all communication materials to encourage interested community members and stakeholders to subscribe and receive regular email updates regards the project.
- A stakeholder database of more than 100 stakeholders was established to receive regular communications about the project.

### 1.8.1 Face to face engagement opportunities

- Three drop in sessions were held in Fremantle 17 and 29 August, 2 September 2020. Each 4 hours duration attracting over 140 people.
- Project briefings were provided to the following stakeholders:
  - North Fremantle Precinct
  - Fremantle Chamber of Commerce (x 2)
  - Fremantle Arts Centre Precinct
  - Resident groups (on request)
  - Fremantle Ports Inner Harbour Community Liaison Group
  - Western Australian Port Operations Task Force
  - Intermodal operators Watco, Aurizon and Pacific National.

## 1.9 COMMUNITY FORUMS

One of the key themes from the community engagement was in relation to the options considered to determine the preferred alignment.

In response Main Roads held two community forum workshops in October and November 2020 to discuss the options with key council and community representatives as well as government representatives from PTA, DoT, Fremantle Ports and Westport.

The forum attendees included the Town of East Fremantle, City of Fremantle, Fremantle Chamber of Commerce and Industry, North Fremantle Community Association, Rivershores Apartments, Better Bridges Campaign, High Street Project Community Reference Group, Fremantle Inner City Residents Association, Fremantle Arts Centre Precinct, Fremantle Society, Fremantle Shipping News, Boating WA, Boating Industry WA, DesignFreo, Sustainability Expert (Curtin University).

### 1.9.1 Summary of community forums

The two community forums noted the differing community views around the preferred location of the bridges, including:

- Within the next few years, more freight will continue to come into and out of the port – the first choice is for it to get there by rail and not trucks on roads. How can the project best deliver this?
- Restricting port operations or shutting down passenger rail services for long periods of time is not feasible.
- Closing roads and bridges for long period of time will restrict access to Fremantle, and in turn significantly impact local businesses, which must be considered.
- Preserving the heritage of the traffic bridge is important. How can this best be achieved?
- How people ride, walk and connect from one side of the river to the other is important.
- The project provides an exciting opportunity to facilitate more use of the river and foreshores by locals and tourists alike.

There was general support for the project to continue to the next stage – the award of a contract to establish an Alliance team that will continue with the development of the project. However, only if a commitment could be made by Government that the Alliance team would

be required to continue the community consultation to investigate the best location for the bridges with due consideration given to heritage, movement and place.

It was noted that the various alignments shown at Forum 2 impacted communities and stakeholders both in Fremantle and surrounding communities (e.g along the freight route). Therefore, the extent of engagement may widen depending on what alignment (or alignments) are to be considered for community engagement in the future.

## 1.10 STAKEHOLDER SNAPSHOT

The following table identifies and provides an analysis of stakeholders who have had input throughout the project planning phase or will have an interest throughout the project.

Stakeholder	Relevance to project
Federal Government Federal Minister for Infrastructure and Transport, Hon Michael McCormack	Providing 50% funding
State Government Minister for Transport, Hon Rita Saffioti	Providing 50% funding State Minister responsible for project delivery
State Government Agencies <ul style="list-style-type: none"> <li>Public Transport Authority</li> <li>Department of Transport</li> <li>Department of Planning, Lands and Heritage / Heritage Council of WA</li> <li>Office of the Government Architect</li> <li>Westport</li> <li>Fremantle Port Authority</li> <li>Department of Biodiversity, Conservation and Attractions</li> <li>Swan River Trust (via DWER)</li> <li>EPA</li> <li>Department of Fisheries</li> <li>Water Corporation</li> <li>ATCO</li> <li>Service providers</li> <li>Customs/ Border Force</li> </ul>	<ul style="list-style-type: none"> <li>Responsible for various elements of project</li> <li>Endorsement in line with existing and future planning requirements</li> <li>Approvals (i.e DPLH)</li> <li>Cost implications (services relocation if required)</li> </ul>
Other Emergency Services <ul style="list-style-type: none"> <li>St John Ambulance</li> <li>Department of Fire and Emergency Services (DFES)</li> <li>WA Police</li> </ul>	<ul style="list-style-type: none"> <li>Emergency vehicle operations may be affected by construction of project</li> </ul>
Federal Local Members <ul style="list-style-type: none"> <li>Josh Wilson (Member for Fremantle)</li> </ul>	<ul style="list-style-type: none"> <li>Federal Government funding</li> </ul>
State Local Members <ul style="list-style-type: none"> <li>Simone McGurk (Member for Fremantle)</li> </ul>	<ul style="list-style-type: none"> <li>State Government funding</li> </ul>
South West Aboriginal Land and Sea Council	<ul style="list-style-type: none"> <li>Heritage, movement and place</li> </ul>
Whadjuk Working Group (Heritage)	<ul style="list-style-type: none"> <li>Heritage, movement and place</li> </ul>
Local Government <ul style="list-style-type: none"> <li>City of Fremantle</li> <li>Town of East Fremantle</li> </ul>	<ul style="list-style-type: none"> <li>Collaboration and engagement with LGA required around design development and communications</li> </ul>
Art Centre Precinct	<ul style="list-style-type: none"> <li>Interested community group</li> </ul>
North Fremantle Precinct	<ul style="list-style-type: none"> <li>Interested community group</li> </ul>

Stakeholder	Relevance to project
Victoria Quay Working Group	<ul style="list-style-type: none"> <li>• Future planning</li> </ul>
Freight and Logistics Council of WA WA Road Transport Association	<ul style="list-style-type: none"> <li>• Heavy vehicles impact: construction and final design</li> </ul>
Inner Harbour Community Liaison Group	<ul style="list-style-type: none"> <li>• Port community reference group</li> </ul>
WA: Port Operations Taskforce	<ul style="list-style-type: none"> <li>• Heavy vehicles impact: construction and final design</li> </ul>
North Quay Tenants Group	<ul style="list-style-type: none"> <li>• Business impacts</li> </ul>
Fremantle Chamber of Commerce <ul style="list-style-type: none"> <li>• Queen Victoria Street tenants/ businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Local business group</li> </ul>
Cycling groups: <ul style="list-style-type: none"> <li>• Westcycle</li> <li>• DoT</li> <li>• Melville Fremantle Cycling Group</li> <li>• Perth to Port Cycle Group</li> </ul>	<ul style="list-style-type: none"> <li>• Interest in PSP design</li> <li>• Construction impacts on existing routes</li> </ul>
Water Operations <ul style="list-style-type: none"> <li>• Ferry Operators (Captain Cook, Rottnest Express)</li> <li>• Water Police</li> <li>• Yacht Clubs</li> <li>• Boating WA</li> <li>• Boating Industry Association of WA</li> <li>• Recreational boating community</li> <li>• Recfishwest (recreational fishers)</li> </ul>	<ul style="list-style-type: none"> <li>• Access/ construction impacts</li> <li>• Members of River Operations Group</li> </ul>
Businesses (construction related) <ul style="list-style-type: none"> <li>• Beach Street Café (now The Kiosk Café?)</li> <li>• Rottnest Swim</li> <li>• Port to Pub</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for involvement in construction</li> </ul>
Sporting groups/ schools/ churches etc	<ul style="list-style-type: none"> <li>• Opportunities to contribute to urban landscape and design</li> </ul>
Local resident organisations <ul style="list-style-type: none"> <li>• Northbank Residents Association</li> <li>• North Fremantle Residents Association (include north bank and south bank)</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts during construction</li> <li>• Operational impacts after construction (noise/ amenity)</li> </ul>
Fremantle Society	<ul style="list-style-type: none"> <li>• Community Interest group</li> </ul>
Fremantle Inner City Residents Association	<ul style="list-style-type: none"> <li>• Community Interest group</li> </ul>
Local landowners <ul style="list-style-type: none"> <li>• Landowners and residents along Queen Victoria Street</li> <li>• Landowners and residents within locality</li> </ul>	<ul style="list-style-type: none"> <li>• Impacted during construction</li> </ul>
Wider community	<ul style="list-style-type: none"> <li>• Commuting during construction</li> <li>• Place – recreational space</li> </ul>
Road users	<ul style="list-style-type: none"> <li>• Commuting during construction and associated delays</li> </ul>
Environmental Groups <ul style="list-style-type: none"> <li>• Curtin University (dolphin monitoring)</li> <li>• Other groups via Fremantle Ports</li> </ul>	<ul style="list-style-type: none"> <li>• Management of potential environmental impacts</li> </ul>
Tourism <ul style="list-style-type: none"> <li>• Tourism WA</li> <li>• Marine Tourism (via DoT and Fisheries)</li> <li>• Apache Charters</li> </ul>	<ul style="list-style-type: none"> <li>• Construction impacts</li> </ul>

## 1.11 Communications and Stakeholder Engagement Action Plan

Planning and Development					
Timeline	Activity	Stakeholders		Objective	Status
30 October 2019	Stakeholder Workshop	MRWA PTA Arc Infrastructure Department of Transport (Active transport, freight and marine) DPLH Fremantle Ports Westport City of Fremantle	Dept of Fisheries Fremantle Ports Town of East Fremantle Heritage Council DBCA WA Port Operations Taskforce Town of East Fremantle	<ul style="list-style-type: none"> <li>• Explain assessment of options for transparency</li> <li>• Workshop issues and opportunities</li> <li>• Establish technical working group and other working groups for ongoing engagement</li> <li>• Initial identification/ awareness of construction impacts</li> </ul>	Complete
2 December 2019	Briefing	City of Fremantle elected members		<ul style="list-style-type: none"> <li>• Provide project overview and consultation to date</li> </ul>	Complete
6 December 2019	Meeting	Steering Committee <ul style="list-style-type: none"> <li>• MRWA</li> <li>• DITCRT</li> <li>• PTA</li> <li>• DOT</li> <li>• Fremantle Ports</li> <li>• City of Fremantle</li> </ul>		<ul style="list-style-type: none"> <li>• Terms of reference to be developed, including</li> <li>• Provide strategic advice and direction for the planning and development of the Project</li> <li>• Endorse and make recommendations to Government</li> </ul>	Ongoing

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
25 February 2020	Meeting	Steering Committee <ul style="list-style-type: none"> <li>• MRWA</li> <li>• DITCRT</li> <li>• PTA</li> <li>• DOT</li> <li>• Fremantle Ports</li> <li>• City of Fremantle</li> </ul>		Ongoing
29 April 2020	Briefing	City of Fremantle Mayor and CEO	<ul style="list-style-type: none"> <li>• Project Update</li> </ul>	Complete
30 April 2020	Briefing	Transport Minister	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Seek direction on next steps regarding community information and project opportunities</li> </ul>	Complete
April 2020	Briefing	Local Members	<ul style="list-style-type: none"> <li>• Project update</li> </ul> Upcoming community engagement program (including initial communications and geotech program)	Complete
6 May 2020	Meeting	Fremantle Ports	<ul style="list-style-type: none"> <li>• Discuss fencing issue</li> <li>• Advise FP of project impacts requiring discussion in coming weeks</li> </ul>	Complete
8 May 2020	Meeting	Steering Committee <ul style="list-style-type: none"> <li>• MRWA</li> <li>• DITCRT</li> <li>• PTA</li> <li>• DOT</li> <li>• Fremantle Ports</li> <li>• City of Fremantle</li> </ul>		Complete
12 May 2020		Group 2: Heritage, Movement and Place Working Group	<ul style="list-style-type: none"> <li>• Exploration of opportunities and determination of what will be built within the project budget and opportunities outside budget / MRWA project</li> <li>• Determine survey opportunities/ input</li> </ul>	Complete

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
July 2020	Meeting	Group 3: River Operations Working Group	<ul style="list-style-type: none"> <li>• Project update (including issues assessment)</li> <li>• Input into design of river model and vessel simulation model to ensure that the proposed pier location won't impact on Navigational Safety and Commercial Operations.</li> </ul>	Complete
June 2020	Briefing	Heritage Council of WA	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Seek feedback on consultation process</li> </ul>	Complete
9 June 2020	Briefing	State Design Review Panel	<ul style="list-style-type: none"> <li>• Project overview and update</li> </ul>	Complete
16 July 2020	Workshop	Fremantle Ports, DoT, PTA, Westcycle, City of Fremantle	<ul style="list-style-type: none"> <li>• Engage re PSP connectivity</li> </ul>	Ongoing meetings required
7 August 2020	Letter/ meetings with residents	North Fremantle residents bordering Swan Street, traffic bridge approach and river	<ul style="list-style-type: none"> <li>• Discuss project scope</li> <li>• Identify issues, including discuss anticipated visual/ noise concerns</li> </ul>	
7 August 2020	Media	Wider Community	<ul style="list-style-type: none"> <li>• Minister announces concept plan and upcoming consultation</li> </ul>	
7 August 2020	Survey 1	Wider community	<ul style="list-style-type: none"> <li>• Provide general project information and raise awareness (incl CSE overview and working groups)</li> <li>• Undertake current usage survey (type)</li> <li>• Determine key interests (e.g)</li> <li>• Sign up to database</li> <li>• Provide feedback to working groups</li> </ul>	Complete see engagement summary
7-13 August	Facebook geotarget boost	Wider community	<ul style="list-style-type: none"> <li>• Encourage people to have their say by completing online survey</li> </ul>	D20#750404
10 August	Meeting	North Fremantle Residents Precinct Group	<ul style="list-style-type: none"> <li>• Provide project update including detailed scope and seek general feedback/ acceptance about what we are building (wider PSP, aligned piers in the river, heritage aspect, driver safety).</li> <li>• Identify additional issues and opportunities</li> <li>• Share negotiable and non-negotiable aspects</li> </ul>	Complete

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
17 August 2020	Drop In Session 1	Wider community	<ul style="list-style-type: none"> <li>• Provide project update including detailed scope and seek general feedback/ acceptance about what we are building (wider PSP, aligned piers in the river, heritage aspect, driver safety).</li> <li>• Identify additional issues and opportunities</li> <li>• Determine ongoing consultation requirements to be allowed for during construction</li> </ul>	Complete see engagement summary
18 August	River Operations Working Group Meeting	River Operations Working Group	<ul style="list-style-type: none"> <li>• Held vessel simulation exercise on site in Fremantle</li> <li>• Identify addition issues and opportunities</li> <li>• Share negotiable and non-negotiable aspects of projects</li> </ul>	Complete
29 August 2020	Drop In Session 2	Wider community	<ul style="list-style-type: none"> <li>• Urban Landscape and Design Framework focus</li> <li>• Heritage interpretation focus</li> </ul>	Complete see engagement summary
1 September	Briefing	Local Member for Cottesloe David Honey MLA	<ul style="list-style-type: none"> <li>• Provide project update include detailed scope of works and share negotiables and non-negotiable aspects</li> </ul>	
2 September 2020	Drop in Session 3	Wider community	<ul style="list-style-type: none"> <li>• Urban Landscape and Design Framework focus</li> <li>• Heritage interpretation focus</li> </ul>	Complete see engagement summary
3 September 2020	Briefing #1	Fremantle Chamber of Commerce: Development and Infrastructure committee	<ul style="list-style-type: none"> <li>• Provide project overview, timing and next steps</li> </ul>	Complete Commitment to future briefings
10 September	Briefing	Fremantle Arts Centre	<ul style="list-style-type: none"> <li>• Provide project briefing to share information on status, timing, current bridge condition</li> </ul>	Complete Commitment to future briefings
11 September 2020	Click Dimensions Email	Project subscribers	<ul style="list-style-type: none"> <li>• Overview of Drop in Sessions</li> <li>• Number and summary of issues at Drop in Sessions</li> </ul>	Complete D20#817365

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
14 September 2020	Briefing	City of Fremantle elected members	<ul style="list-style-type: none"> <li>• Provide project briefing to share information on status, timing and next steps</li> </ul>	Complete Ongoing briefings required
22 September 2020	Briefing D20#813266	Fremantle Port Inner Harbour Liaison Committee Group	<ul style="list-style-type: none"> <li>• Provide project briefing to share information on status, timing and next steps</li> </ul>	Complete Meeting Notes D20#817186 Commitment to future briefings
23 September 2020	EPA referral	Environmental groups and community	<ul style="list-style-type: none"> <li>• Public feedback gathered by EPA to determine level of assessment for the project</li> <li>• Issues identification D20#815902</li> </ul>	
21 – 26 September 2020	Geotarget facebook post	Wider community	<ul style="list-style-type: none"> <li>• Encourage community to complete Have Your Say</li> </ul>	
1 October 2020	Meeting	Freight Rail Operators and Rail Service Providers	<ul style="list-style-type: none"> <li>• Discuss constraints</li> </ul>	Complete
8 October 2020	Briefing	WA Port Operations Task Force	<ul style="list-style-type: none"> <li>• Provide project briefing to share information on status, timing and next steps</li> </ul>	Complete Future briefings required
14 October 2020	Briefing	Whadjuk Working Group	<ul style="list-style-type: none"> <li>• Provide project briefing to share information on status, timing and next steps</li> <li>• Discuss involvement regarding heritage and interpretation</li> </ul>	Complete Future meetings required
16 October 2020	Briefing	High St, South Fremantle and East Fremantle residents (small group)	<ul style="list-style-type: none"> <li>• Project briefing to provide factual information on project</li> </ul>	Complete
23 October 2020	Alignment forum #1 Agenda D20#937343	Invited community, government stakeholders and technical representatives	<ul style="list-style-type: none"> <li>• Enable sharing of information to better understand the complexities of the project through Q&amp;A's.</li> <li>• To discuss the range of alignment options considered for the project.</li> </ul>	Complete Attendee list D20#9343733

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
26 October 2020	Workshop #1	Aboriginal Elders (Fremantle)	<ul style="list-style-type: none"> <li>Cultural context workshop facilitated by Barbara Bynder and Farley Garlett to seek stories for Aboriginal heritage interpretation (managed by Element WA)</li> </ul>	Complete Second workshop 18/11/20
5 November 2020	Briefing #2	Fremantle Chamber of Commerce (TAMS group, Maritime Museum and Development and Infrastructure committee)	<ul style="list-style-type: none"> <li>Provide project update</li> </ul>	Complete Commitment to further briefings
11 November 2020	Briefing	Town of East Fremantle elected members	<ul style="list-style-type: none"> <li>Provide project overview, including current bridge condition and engagement / opportunities to date</li> </ul>	Complete Commitment to further briefings
18 November 2020	Workshop #2	Aboriginal Elders (Fremantle)	<ul style="list-style-type: none"> <li>Cultural context workshop facilitated by Barbara Bynder and Farley Garlett to seek stories for Aboriginal heritage interpretation (managed by Element WA)</li> </ul>	Upcoming Ongoing liaison expected
24 November 2020	Alignment forum email D20#1103750	Forum attendees	<ul style="list-style-type: none"> <li>Provide agenda</li> <li>Provide forum 1 summary</li> </ul>	Complete AGENDA D20#1103689
24 November 2020	Alignment Forum #1 Summary	Forum attendees D20#934733	<ul style="list-style-type: none"> <li>Provide summary of alignment forum to close out forum consultation process</li> </ul>	Complete D20#1103761
25 November 2020	Alignment Forum #2	Invited community, government stakeholders and technical representatives	<ul style="list-style-type: none"> <li>Follow up to forum 1 to further interrogate various alignment options</li> </ul>	Complete Attendee list D20#1103701
1 December 2020	Smoking Ceremony	Aboriginal Elders, MRWA Project team and contractors for In-River works.	<ul style="list-style-type: none"> <li>To mark the start of the in-river environmental and geotechnical surveys.</li> </ul>	Complete iRoads article D20#1124913
4 December 2020	Alignment forum email	Forum attendees	<ul style="list-style-type: none"> <li>Thank attendees for participating</li> <li>Provide confirmation of outcomes and next steps</li> </ul>	Complete D20#1108441

Planning and Development				
Timeline	Activity	Stakeholders	Objective	Status
7 December 2020 – to April 2021	In-River Surveys and Investigations	Community and key stakeholders, DoT, FPA	<ul style="list-style-type: none"> <li>• To inform community of In-River works and be aware of the vessels and divers in the water.</li> <li>• DoT to issue Temporary Notice to Mariners (TNTM)</li> </ul>	Complete TNTM- D20#1112226 Email_D20#1124930
2 December 2020	Alignment forum #2 Summary	Forum attendees D20#1103701	<ul style="list-style-type: none"> <li>• Provide forum summary 2 to close out forum consultation process</li> </ul>	Complete D20#1103709

# Part 2. Community and Stakeholder Engagement on the Alignment Options

Consultation undertaken by Fremantle Bridges Alliance during the Alignment Options Assessment

## 1. Executive summary

The Fremantle Bridges Alliance (FBA) has completed a comprehensive three-week program of broad public consultation on four proposed alignment options for the Swan River Crossings Project. The program has delivered a clear response from community and key stakeholders supporting an alignment option which will deliver improved road, rail, cycling and walking routes across the Swan River at Fremantle - while also increasing safety and navigational clearances for boats.

Through promotion at forums, workshops, pop-up information stands, written updates and dozens of face-to-face meetings, Main Roads and the Alliance team amassed almost 6,000 unique users of an online visualisation tool which showcased the alignment options in a 3D visual setting.

Almost 1,000 people took the next step and completed an online survey where they were asked to apply a sentiment for each of the four options and give feedback on potential traffic impacts during construction. Other queries sought information on each respondent's local government area, frequency of using the bridge and asked how they wanted to be consulted in the future. A summary of key activities and statistics from the program is presented in Figure 1.



Figure 1: Summary of community engagement activities

The outcomes of the program have resulted in a **clear preference for the proposed alignment of Option One**. This option would place the two new bridges, road and rail, between the existing Fremantle Traffic Bridge and the existing rail bridge. The new rail bridge would have two tracks of rail. This option allows for the potential retention of a portion of the existing traffic bridge for heritage recognition purposes.

A detailed analysis of qualitative feedback showed most people preferred Option One for the following reasons:

- The reduction of localised impacts as the alignment is farthest from North Fremantle properties
- The opportunities created for space activation on the south bank
- The reduction in the overall footprint of transport infrastructure, bringing the road bridge closer to the rail bridge.



Figure 2: Alignment Option One

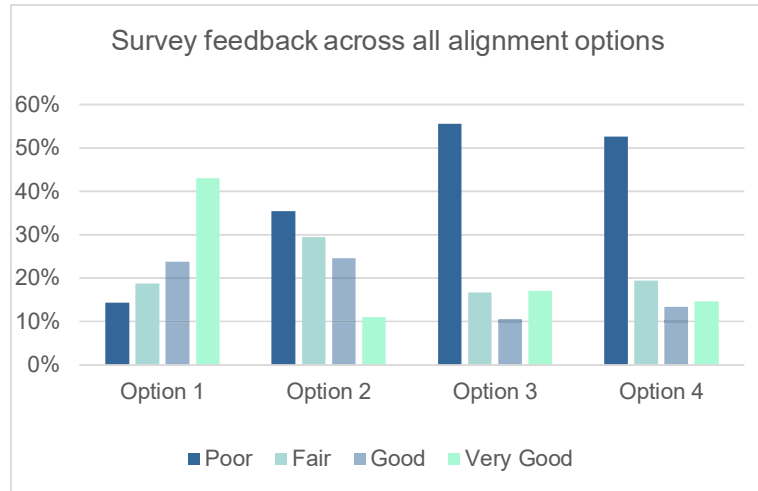


Figure 3: Survey feedback across all alignment options

The survey results did not lead to a close second preference to Option One.

- Option Two, which has the same road alignment as Option One but only one rail track instead of two, was not supported as majority of respondents value future-proofing the passenger rail.
- Option Three, the alignment released by Main Roads in 2020, was strongly negative as many respondents commented on the proposal being too close to North Fremantle apartments and suggested it would result in areas of "dead space" on the southern bank.
- Option Four was also strongly opposed due to the proposed traffic impacts during construction, which would involve the full closure of the existing traffic bridge, as well as concerns about the heritage impacts from the full demolition of the existing road bridge.

The public consultation period was delivered concurrently with detailed key stakeholder engagements, consisting of workshops and briefings, starting in late April 2021. A third Swan River Crossings Community Forum launched the public program on 11 May 2021 and brought together highly interested stakeholders and local community representatives who participated in the two previous sessions with Main Roads in 2020.

About two-thirds of the survey responses were from City of Fremantle or Town of East Fremantle residents. A program of business engagement also secured a formal position from the Fremantle Chamber of Commerce and Industry, and almost 120 survey responses from local business owners.

The Alliance team has been encouraged by the strong responses and high level of engagement from community and key stakeholders. The Alignment Options Assessment phase provided a valuable opportunity to refresh communications regarding the project and form new and genuine relationships with our stakeholders.

We are confident the work has laid the foundations for a well-grounded and defensible position on the recommended alignment, one that should be supported by most interested stakeholders.

The next steps in consultation for this project will include the establishment of an Aboriginal Advisory Group, so that input can be sought to gather key themes and narratives, which may drive the structural design elements of the project. Public consultation will soon focus on the bridge design, with development of a tailored engagement plan underway. Other matters for public consultation during 2021 include Pearse Street PSP Alignment, connectivity and public open space, heritage and walking and cycling paths. Into 2022 consultation will focus on construction impacts.

## 2. Background

Since forming early in 2021, the Alliance was focused on establishing a robust process for testing alignment options and developing technical inputs to a level sufficient to understand the feasibility of the four proposed alignment options. In the first two months after the Alliance formed, the progress of technical assessment, coupled with the WA Government Caretaker period and subsequent State Election, limited the opportunities for undertaking any broad external consultation beyond operational requirements. As the work developed, the Community and Stakeholder Engagement (CSE) team collaborated closely with Main Roads communications specialists and previous CSE leads for this project to develop a detailed understanding of the previous work undertaken and establish an agreed strategy for stakeholder engagement based on our combined experience and knowledge of stakeholder expectations and Government commitments.

Swan River Crossings stakeholders were previously actively engaged at the October and November 2020 Community Forums, which were by invitation only. The forums resulted in a clear ask from participants that the alignment be reviewed and that a process for community and stakeholder engagement be undertaken with a focus on alignment. A joint Federal and State Government media statement on 2 February 2021 articulated a commitment from Government to engage with community ([Media Statements - Community feedback guides next stage of Swan River Crossings project](#)).

While detailed reports regarding the forum discussions and outcomes were published on the project website, ([Swan River Crossings, Fremantle | Main Roads Western Australia](#)), it was not clear whether participants shared this information broadly with their networks. A new project related notification was issued in the week commencing 15 March 2021 to advise of geotechnical investigations. Some highly interested stakeholders began making proactive contact with the Alliance team to seek updates on the progress of consultation.

### 3. Purpose, approach and objectives

The purpose of engagement activities for the Alignment Options Assessment phase was to provide an update to community and stakeholders on the work completed by the Alliance to date; present the outcomes of technical assessments; and, seek feedback into the proposed alignment options. The process did not constitute a voting system, or popular selection by external parties. Rather, community and stakeholders were advised of how their previous feedback was incorporated into the assessment approach and how current feedback would be incorporated into the Options Assessment Report, with the final decision to be made by the Minister for Transport.

The Alliance was cognisant of the significant social risk surrounding the success or perceived failure of this first phase of engagement. Through this consultation, the Alliance aimed to set a new tone for engagement and establish positive relationships with stakeholders, enhancing the reputation of Main Roads and the State Government, which can continue throughout the design development and project delivery. We understood that while some community and stakeholders would not be satisfied with the preferred alignment, they would have less cause to criticise the process of consultation that was undertaken before an alignment was determined.

Objectives for the engagement during the Alignment Options Assessment:

- Introduce the Alliance to key stakeholders
- Demonstrate how community and stakeholder feedback has influenced the project and early Alliance activities
- Build relationships with key stakeholders, highly interested community representatives and a broader cross-section of the community
- Generate community interest and awareness of the impacts and opportunities of each of the alignment options
- Communicate this purpose of this round of engagement and promote future engagement opportunities.

## 4. Promotion and media

A three-week public consultation period of activities was delivered to gather feedback and comment on the bridge alignment options. Information and details of the alignment options, the Swan River Crossings website, the online survey and the interactive visualisation tool were promoted through the following activities.

- Community Forum 11 May (key stakeholders and community members, 50 attendees)
- Minister's Media Release 11 May - [Media Statements - Next phase of community consultation begins for Swan River Crossings Project](#)
- Electronic Direct Mail (EDM) - Project Update emailed to all subscribers 11 May  
- [https://elink.clickdimensions.com/Swan River Crossings Project Update](https://elink.clickdimensions.com/Swan_River_Crossings_Project_Update)
- Electronic Direct Mail (EDM) - Project Update emailed to all subscribers 27 May  
- [https://elink.clickdimensions.com/Swan River Crossings Project Update](https://elink.clickdimensions.com/Swan_River_Crossings_Project_Update)
- Letterbox drop to 19,000 residents with Project Update w/c 17 May
- Minister Saffioti Facebook post [Rita Saffioti MLA - Posts | Facebook](#)
- City of Fremantle Media Release 11 May - [City welcomes next phase in traffic bridge consultation | City of Fremantle](#)
- Town of East Fremantle post 12 May - [News Story - Swan River Crossings - View Alignment Options and Have Your Say » Town of East Fremantle](#)
- Main Roads Facebook post 12 May - [Main Roads Western Australia - Posts | Facebook](#) 178 Comments, 53 Shares, 116 likes
- Main Roads LinkedIn post 14 May [Main-Roads-Western-Australia Swan-River-Crossings-Fremantle](#) 117 likes
- Local Community Newspaper advertisements (the Fremantle Gazette 13th May and the Fremantle Herald 15 May)
- Channel 10 News 19 May - [Fremantle traffic bridge plans](#)
- 6PR radio interview with Nicole Lockwood 19 May - [Redesign plans for Fremantle traffic bridge](#)
- Pop up events through high traffic areas in Fremantle (face to face meeting opportunities)
  - Fremantle Train Station (11 and 19 May)
  - East Fremantle Yacht Club (12 May)
  - Gesha Café, Queen Victoria Street (15 May)
  - Fremantle Fishing Boat Harbour (15 May)
  - Melville Shopping Centre (19 May)
  - North Fremantle Coffee Strip (22 May)
  - Fremantle Markets (22 May)
- Online webinar – 13 May with recording available on the Swan River Crossings webpage
- One on one meetings with over 50 local Fremantle businesses (door knocking)
- Face to face meeting with key stakeholders.

Additional promotion has been achieved through various media posts from community groups and bloggers promoting the website and the survey. A summary of traditional and social media coverage is provided in Appendix A - Swan River Crossings Media Monitoring.

## 5. Engagement activities

Face-to-face and digital engagement was delivered to create awareness of the project and encourage feedback on the alignment options from a broad range of stakeholders, local to the bridge project area and beyond.

### Community forum

An invitation only community forum was coordinated 11 May 2021 to kick off the public consultation period. Key stakeholders, community group representatives and community members who participated in the previous two community forums convened by Main Roads and held in late 2020, were invited to attend this forum.

The forum was facilitated by independent consultant and infrastructure specialist Nicole Lockwood, providing consistency between the previous two Main Roads forums. The meeting gave participants early access to the progress of the technical investigations undertaken by the Alliance, ahead of broader public and stakeholder consultation on the alignment options. Of the 50 attendees, 33 were community members and stakeholders, with Main Roads and the Alliance team attending as technical support.

An options assessment workshop formed part of the forum, whereby attendees were able to review and discuss each alignment option and the key considerations with an Alliance project team member and provide comment and feedback.

Attendees at the forum represented community groups as shown in Table 1. A summary of their known key issues is also provided.

**Table 1: Community groups represented at the forum and their key issues**

Community Group	Key issues
North Fremantle Community Association	Use the port; future planning process for North Fremantle
Design Freo	Design and placemaking Heritage - Whadjuk and European
Fremantle Arts Precinct	Interested in design
Fremantle Inner City Residents' Association	General concern over increased rail freight
Fremantle Society	Heritage – retain existing bridge
High Street Project Construction Reference Group	Increase in trucks on Leach Highway/ High Street if no rail improvement
Rivershores Residents Committee Northbank Community Association Rivershores Apartment	Move alignment away from apartments
Boating WA Boating Industry Association WA	Navigational clearance important (impacts retention of existing bridge)
Fremantle Chamber of Commerce	Design (gateway to Fremantle) Business impacts (construction)

A summary of the community forum feedback, workshop review notes, and a full list of attendees is attached at Appendix B.

### Online visualisation tool

An online visualisation tool hosted on cloud-based software was used to showcase the alignment options. A tutorial video and written instructions were developed to help visitors navigate the tool. Each alignment option could be turned on and off, with pins on top of each option to display more information about that alignment. The tool allowed for each alignment option to be viewed from multiple viewpoints, both pre-set (e.g. from looking north, looking south) and manually through user navigation to different views. It also included additional project information which could be seen by clicking on pins. Users could click directly from the tool to the survey via the 'Have Your Say' button.

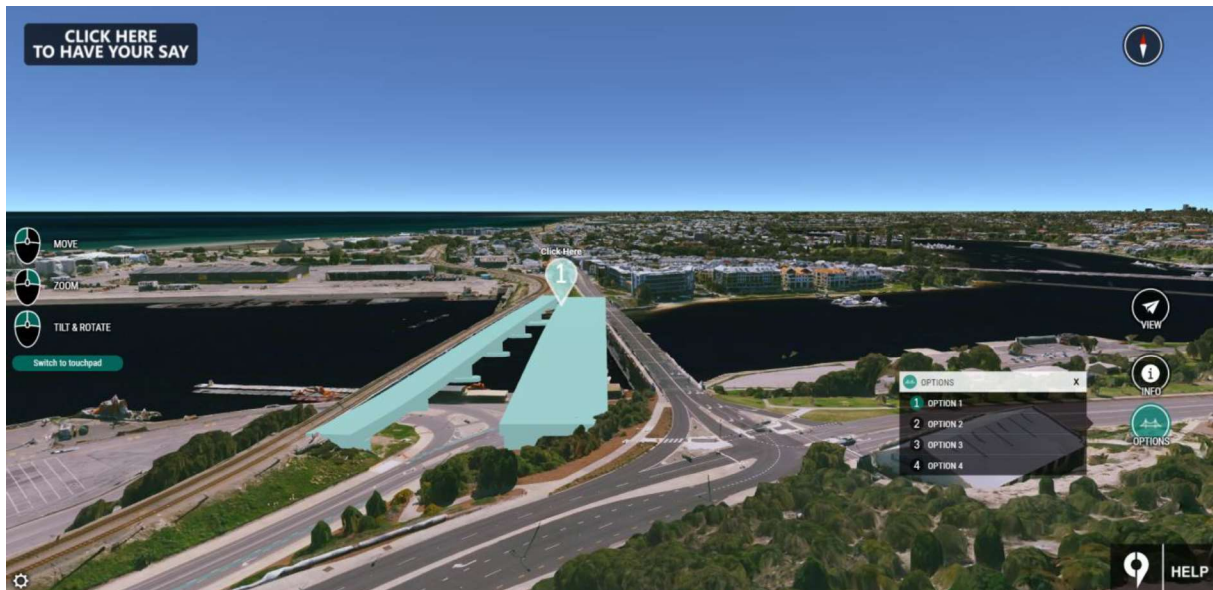


Figure 4: Screenshot of the online visualisation tool displaying alignment Option One

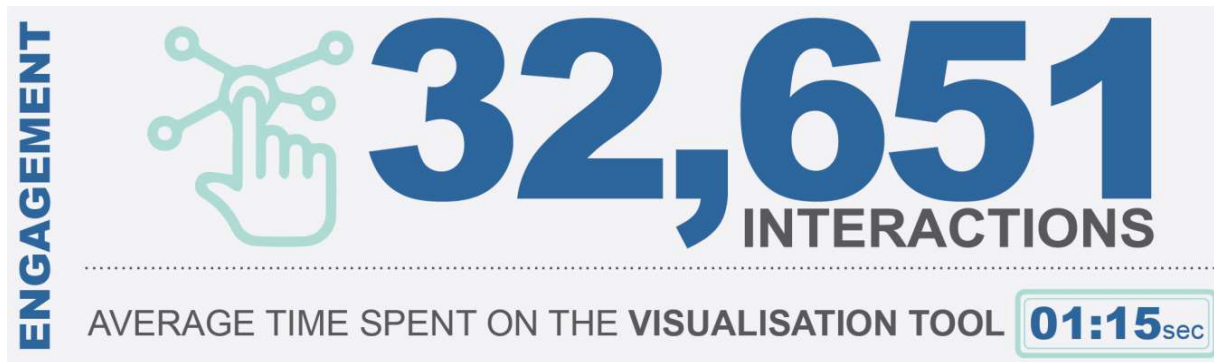
### User acquisition

The tool had impressive uptake with almost 6,000 people interacting with the site at least once (number of unique users). Most users clicked through to the tool from the Main Roads project webpage or a direct URL to the tool. The remaining users clicked through to the visualisation tool from Facebook, the survey, Instagram, Reddit or the Town of East Fremantle's website.



### Engagement

The tool has had more than 32,000 interactions, which is the number of times people have clicked on different alignment options, changed viewpoints or accessed different information. By the time consultation closed after 1 June 2021, the tool was viewed more than 8,000 times by the 5,913 users, showing that about a quarter of people returned to view the tool more than once.



\*Interactions are defined as viewing alignment options, reading information on alignments and clicking on survey.

### User profiles

Although most users accessed the tool on mobile, the engagement rate (percentage of sessions that lasted longer than 10 seconds or had two or more views), was significantly higher on desktop.



### Webinar

Alliance Director Anthony Deurloo and Community and Stakeholder Engagement Manager Charlie Wilson-Clark presented a webinar at a promoted time during the first week of consultation. The presenters ran through a PowerPoint presentation where the project was introduced, the alignment options were presented including technical information, and the process of consultation on the alignment options was explained. Attendees asked questions through the Q&A feature. There were several questions about the PSP as well as questions about the cost and timeframe for each alignment option.

Webinar is a format which is now widely accepted and often preferred by time-poor stakeholders. The webinar was hosted on Zoom software. Seven people joined the live webinar, it was recorded and uploaded to the project webpage to be viewed at any time.

### Community pop ups

A series of pop-up information events were held over two weeks, following the launch of the public consultation. Locations were chosen for their relevance to the bridge location and to target high passing foot traffic.

The dates, locations and times for the eight pop-up sessions are detailed in the table below. Each session was staffed by at least one member of the community and stakeholder engagement team and one member of the technical project delivery team. The call to action at the pop-ups encouraged people to complete the survey. Tablet devices were available so the team could give people assistance to use the tool, showcase the alignment options and access the survey. Paper versions of the survey were also available for people who do not use technology.

**Table 2: Pop-up locations and dates**

Date	Location
11 May	Fremantle Train Station
12 May	East Fremantle Yacht Club
15 May	Gesha Coffee Co Fremantle Fishing Boat Harbour
19 May	Melville Shopping Centre Fremantle Train Station
22 May	North Fremantle, Queen Victoria Street Fremantle Markets

The team spoke to an estimated 200 people over the sessions, with the majority of feedback relating to understanding key differences between the options, proximity to North Fremantle residents, queries regarding PSP connections and concerns about heritage impacts.



Figure 5: Gesha Coffee Co, Saturday 15 May



Figure 6: North Fremantle, Saturday 22 May



Figure 7: Fremantle Markets, Saturday 22 May

## Consultation with local businesses

The Alliance has delivered an extensive program of engagement with local businesses, particularly those who would be directly impacted by construction of the bridges. In addition to broader community consultation, this has included:

- Direct engagement (door-to-door) with over 50 businesses on Queen Victoria Street on each side of the bridge
- Meeting with Fremantle Chamber of Commerce and Industry CEO
- Paid advertisement encouraging survey participation in Chamber Weekly newsletter, and distribution of alignment consultation materials (2300 subscribers)
- Presentation to Fremantle Chamber of Commerce Small Business and Retail Committee and Development & Infrastructure Committee on 26 May 2021
- 114 survey responses from local business owners within the Fremantle area.

Many businesses provided comments and feedback during our meetings with them. Others elected to take the information we were providing and complete the survey online. Maps showing the local businesses directly engaged with can be viewed in Appendix C.

## Survey

A total of 973 surveys were completed with two thirds of responses coming from City of Fremantle and Town of East Fremantle residents. More than 70% of respondents described themselves as a Fremantle resident and 20% identified as a business owner or a worker in Fremantle. Almost 30% were visitors to the Fremantle area and 3% were students. Respondents to the survey were able to choose more than one category for this demographic - anecdotal evidence from pop-ups and other forums showed there was a high level of interest from people who both live and work in the Fremantle area.

Almost all respondents travelled across the existing Fremantle Traffic Bridge by car, with almost half of respondents indicating they also travelled by bike or foot across the bridge. Almost 20% of respondents travelled under the bridge by boat. The frequency with which people travelled across the bridge showed almost 40% took the journey on a daily basis, with just over 30% completing the journey more than once a week.

The demographic data for the survey supports the conclusion that respondents to the survey were primarily those who either live near or use the infrastructure on a regular basis. This supports the assumption the data can be relied upon as statistically representative of the people most likely to be impacted by the project.

A snapshot of survey demographic data is provided in Figure 8.

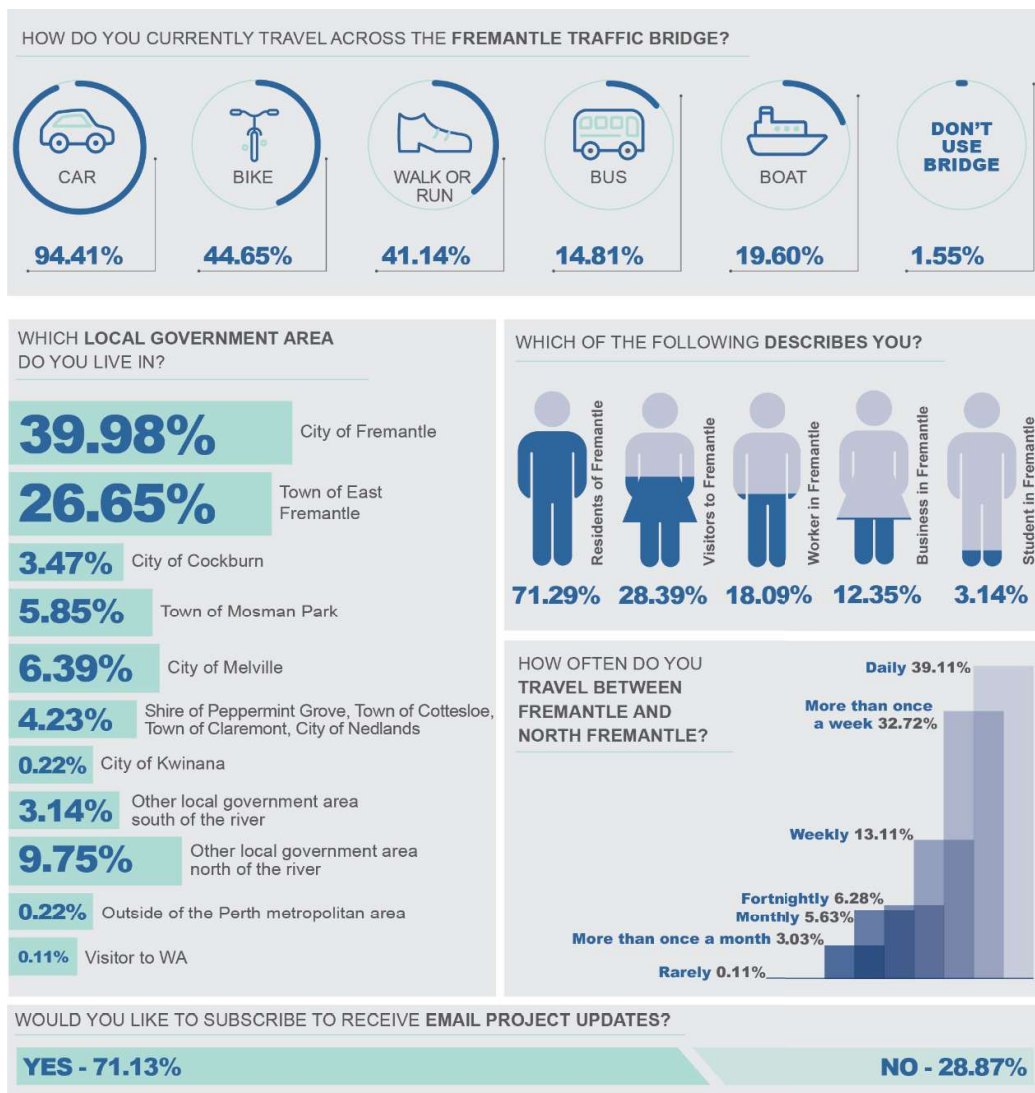


Figure 8: Demographic snapshot of survey respondents

## Webpage

The Swan River Crossings Project webpage, hosted by Main Roads, recorded a marked increase in visits from the start of the public consultation period. Website analytics from 11 May to 2 June 2021 include:

- Project page views increased from 770 views over the previous 22 days to 11,096 page views over the 22 day period of public consultation, an increase of 1,441%
- The average time users visited the page was for more than seven minutes
- New visitors to the webpage increased by more than 80%
- The three highest sources driving traffic to the webpage included Facebook (4,301), followed by a direct URL (951) and Google (945).

Subscriptions to the Swan River Crossings email list increased to 888 subscriptions, a 20% increase. In addition to this, more than 71% of survey respondents requested to be subscribed to the webpage, which equates to another 616 subscriptions, more than doubling the total number of subscriptions from the period before the alignment consultation started.



All survey comments have been coded and mapped to the evaluation criteria established by the Alliance team to determine a recommendation on a preferred alignment. The majority of comments supporting the alignment relate to the minimisation of local impacts. Further analysis of the qualitative feedback is provided in Section 7.0.

A selection of comments from the survey responses is provided below:

*"Two rail tracks caters for the future needs for rail bridge replacement or repair minimising disruption to Transperth services and freight. It's an absolute no brainer over Option 2."*

**"Least impact on North Bank residents and local recreational areas on the south bank. Brings the bridges closer together. No more unsightly "dead zone" between the bridges."**

*"Minimal disturbance footprint. Compresses transport infrastructure and straightens intersection."*

**"Presents gateway to Fremantle, other options don't go straight into Fremantle."**

*"Unnecessary cost at this present time for the other rail line when we still have 40 years on the old line."*

**"I don't believe that it makes much sense to keep only a portion of the traffic bridge. I would much prefer a new well-designed bridge all together."**

*"Ferry Capstan would need to be relocated. It is historically significant."*

## Alignment Option Two

### Description

Option Two proposes to build two new bridges between the existing rail bridge and the existing Fremantle Traffic Bridge. The new passenger rail bridge includes one track, to the east of the current rail bridge.

Key considerations for this alignment are:

- all transport infrastructure would be closer together, maximising the available space for urban landscape and design on the southern bank
- facilitates the possible retention of a remnant portion of the existing Fremantle Traffic Bridge
- the listed Ferry Capstan base would need to be relocated or reinterpreted
- the rail bridge would only facilitate one new track for passengers
- existing rail bridge would require significant work (or replacement) in 30 to 40 years
- current estimates would see construction of this alignment finished by late 2025.



Figure 11: Alignment Option Two

### Feedback on Option Two

Community and stakeholder feedback on Option Two showed the alignment was **not preferred**. Almost 65% of respondents to the survey rated the alignment as Poor or Fair. The weighted average for this alignment was 2.1, placing it in the category of Fair.

While the traffic bridge proposal for Option Two did not differ from Option One, commentary showed respondents did not see the value in supporting an option which limited future rail replacement options for the Public Transport Authority (PTA). Conversely, commentary supportive of Option Two regarded the rail infrastructure as potentially wasteful, given the proposed future relocation of the Fremantle Port.

During face-to-face consultations with stakeholders, feedback on Option Two questioned the validity of the proposal if Option One could feasibly be constructed. This view differed if people were opposed to the project in general and searching for alternative options (such as building further west in the Port land).

A summary of the responses regarding Option Two is provided in Figure 12.

All survey comments have been coded and mapped to the evaluation criteria established by the Alliance team to determine a recommendation on a preferred alignment. The majority of comments unresponsive of the alignment refer to the under delivery of rail infrastructure, with almost 80% of respondents expressing a view that it would be better to have two tracks. Further analysis of the qualitative feedback is provided in Section 7.0.

A selection of comments from the survey responses is provided below:

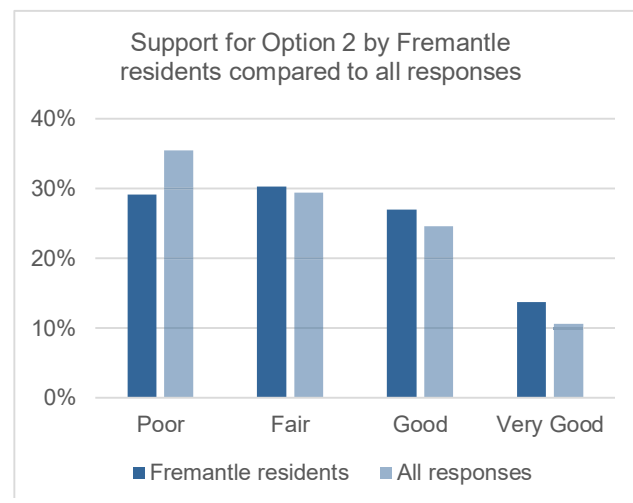


Figure 12: Feedback on Alignment Option Two

\*Fremantle residents include all in the City of Fremantle and Town of East Fremantle

*"This option makes the least intrusion on the area and delivers the necessary infrastructure in a sensitive way."*

**"I don't understand the implications of only having one railway, but I prefer this alignment."**

*"If the Port is to be shifted, why is there a need for two rail tracks."*

**"It will allow traffic through during the construction phase and by pushing the traffic closer to the rail bridge it doesn't create a no-man's land in the middle."**

*"Having to refurbish rail in 30-40 years is no good - better to do it all now rather than doubling up the work and doing more work later on."*

**"Long construction time. Major changes to road layout at south end, uncertainty about bike path route."**

*"Bridges too close together for boating to navigate through. We lose the Ferry Capstan. This icon cannot be relocated and must be preserved."*

## Alignment Option Three

### Description

Option Three proposes to build the new traffic bridge to the east of the existing Fremantle Traffic Bridge and includes a new passenger rail bridge with two tracks, to the east of the current rail bridge. This is the alignment that was presented by Main Roads last year.

Key considerations for this alignment option are:

- facilitates the possible retention of a remnant portion of the old Fremantle Traffic Bridge, in between the new rail and road bridges
- alignment (including footpath) would move approximately 15m closer to the northern bank apartments than the existing alignment
- simpler more efficient southern intersection (Canning Hwy / Queen Victoria St)
- the alignment would widen the footprint of the transport infrastructure
- current estimates would see construction of this alignment finished by late 2024.



Figure 13: Alignment Option Three

### Feedback on Option Three

Feedback collected through surveys and face-to-face engagements with community and stakeholders showed Option Three **was not preferred**, with 73% of survey respondents rating the alignment either Poor or Fair.

The weighted average for Option Three was 1.89, indicating an overall rating of Fair, though more than 55% of respondents selected Poor.

Commentary attached to the ratings indicated respondents were unsupportive of the following aspects of the alignment:

- The proximity to North Fremantle residents; the alignment is closest to North Fremantle properties
- The increased footprint of the project area and creation of "dead space" in public open space areas
- The direction of the alignment, taking motorists and cyclists away from the centre of Fremantle.

A summary of the responses for Option Three are presented in Figure 14.

Responses from City of Fremantle and Town of East Fremantle residents mirrored those across all responses, with 62% of respondents selecting Poor.

Those who supported the alignment highlighted the shorter duration of construction and longer-term traffic management benefits. Face-to-face engagement with some local business owners (from the southern side of Queen Victoria Street) indicated some support for this option, due to the shorter construction period and perceived lesser construction impacts.

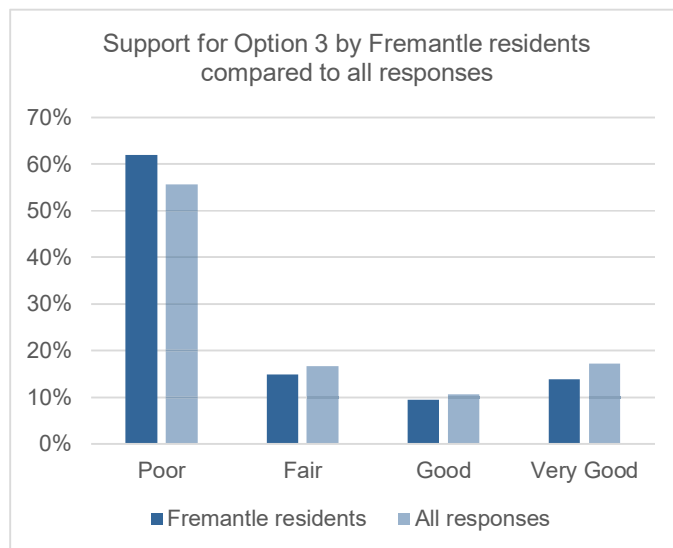


Figure 14: Feedback on Alignment Option Three

\*Fremantle residents include all in the City of Fremantle and Town of East Fremantle

All survey comments have been coded and mapped to the evaluation criteria established by the Alliance team to determine a recommendation on a preferred alignment. The majority of comments unsupportive of Option Three refer to local impacts against residents in North Fremantle, with more than 80% of respondents criticising the proximity of the alignment. Further analysis of the qualitative feedback is provided in Section 7.0.

A selection of comments from the survey responses is provided below:

**"Foot print is too large and doesn't promote opportunity to maximise POS and urban landscape improvements for the area."**

*"Totally dislike this one: increased noise into North Bank exponentially."*

**"Simpler project, shorter timeline, two tracks and retains some of the old bridge."**

*"Loss of amenity to North Bank encroaching detrimentally on existing residential buildings as well as reducing open space on both the southern and northern river."*

**"The Eastern apartments were built with the knowledge that there was a setback for a future traffic bridge. The Southern access for bicycles has a lesser incline and a sweeping entry onto the bridge."**

*"It's the obvious engineering way to do the job. Keeps traffic flowing across the existing bridge, shortest possible build time, gives everything that the project wants to achieve."*

**"The most sensible and optimised solution that represents good investment for a better outcome."**

*"It's so bad that its off the chart, and too close to residents of the north bank."*

**"This proposal badly compromises the south side of the river in the area of the Naval Store."**

*"Takes up more riverbank and will just leave a bigger eyesore for residents."*

## Alignment Option Four

### Description

Option Four proposes to build the new traffic bridge on the same alignment as the existing Fremantle Traffic Bridge and includes a new passenger rail bridge with two tracks, to the east of the current rail bridge.

Key considerations for this alignment option are:

- reduced construction complexities due to demolition of existing Fremantle Traffic Bridge
- the alignment would be on an already disturbed footprint of development
- the alignment would require the full closure of the existing Fremantle Traffic Bridge for up to 2 years, which is expected to have a significant impact on the adjacent road network
- heritage aspects would need to be interpreted differently as the new bridge would replace the current structure
- current estimates would see construction of this alignment finished by late 2024.



Figure 15: Alignment Option Four

### Feedback on Option Four

Feedback collected through surveys and face-to-face engagements with community and stakeholders showed Option Four was **not preferred** with 72% of survey respondents rating the alignment either Poor or Fair. The weighted average was 1.90, indicating an overall rating of Fair, though 57% of respondents selected Poor. Commentary attached to the ratings indicated respondents were unsupportive of the following aspects of the alignment:

- The degree of traffic disruptions to come from the closure of the bridge
- The inability to retain any part of the existing bridge, therefore leading to heritage loss.

Responses from City of Fremantle and Town of East Fremantle residents mirrored those across all responses, with 57% of respondents selecting Poor.

A summary of the responses for Option Four is presented in Figure 16.

Those who supported the alignment highlighted the benefits of a shorter construction period and the ability to use the existing space and tie-ins for alignment.

Some feedback suggested it was the best option to open up the space for a new piece of infrastructure. In discussions with key stakeholders, there was an appreciation that Option Four could be a good solution, but the benefits were not being promoted strongly enough (i.e. architectural/design opportunities).

All survey comments have been coded and mapped to the evaluation criteria established by the Alliance team to determine a recommendation on a preferred alignment. The majority of comments unsupportive of the alignment refer to construction impacts during construction or heritage impacts as the primary reason for their selection. Further analysis of the qualitative feedback is provided in Section 7.0.

A selection of comments from the survey responses is provided below:

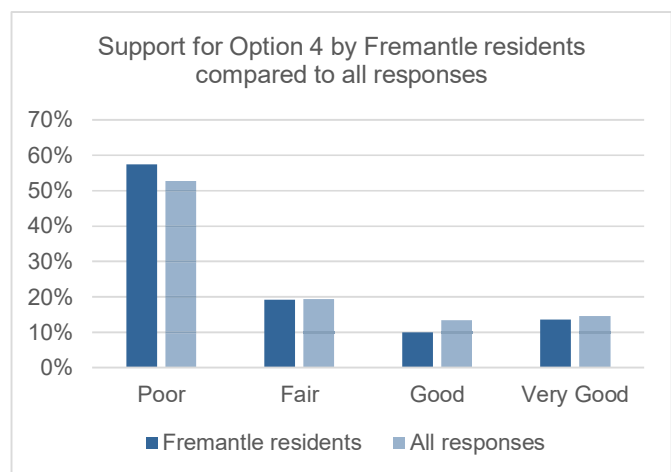


Figure 16: Feedback on Alignment Option Four

\*Fremantle residents include all in the City of Fremantle and Town of East Fremantle

*"You simply cannot cut-off a major access route - traffic is bad enough around this area."*

**"Retaining some part of the existing traffic bridge for heritage and cultural value is a positive."**

*"I travel across the old traffic bridge every single day for kids' school, work and sport - it is unfathomable not to have the bridge available for road traffic, Stirling Bridge is already a nightmare to cross in itself."*

**"Will cause massive load on Stirling Highway for an extended period."**

*"It doesn't take advantage of the opportunity for improving the bridge alignment. There would be unacceptable disruption to traffic heading to Fremantle, for too long a time and very little discernible benefit. "*

**"Closing this crossing for two years would kill North Freo."**

*"Better to close the bridge completely for less time and get on with the work as efficiently as possible."*

**"Keep the same alignment, save money, add extra rail track."**

*"This option seems to offer less disruption to the river foreshore."*

**"Retaining any part (old bridge) will require ongoing expense for little benefit."**

## Traffic impacts and tolerances

Two specific survey questions asked respondents to provide feedback regarding their individual preparedness to tolerate increases to traffic congestion associated with construction. Public information on the alignment options described two scenarios with respect to traffic. Options One, Two and Three would require the closure of one lane in each direction on the existing Fremantle Traffic Bridge, along with some other short-term impacts. Option Four would require full closure of the bridge during construction for up to two years. Both scenarios are predicted to result in local congestion and some travel delays.

The first question asked respondents to rank their tolerance to increased congestion on Stirling Bridge and associated routes. The responses showed:

- 41.12% of people would not accept increased traffic congestion.
- 36.49% of respondents selected the option "I understand the need and I accept this."
- 22.39% selected "I am not happy about it, but I am willing to tolerate this."

An example journey between North Fremantle to Fremantle was shown in the survey tool (refer Figure 17). Respondents were asked to indicate the maximum delay to their journey they would tolerate for the example trip. More than 60% of respondents selected a delay of more than five minutes - with the longest band being more than 15 minutes. The responses are shown in Figure 18.

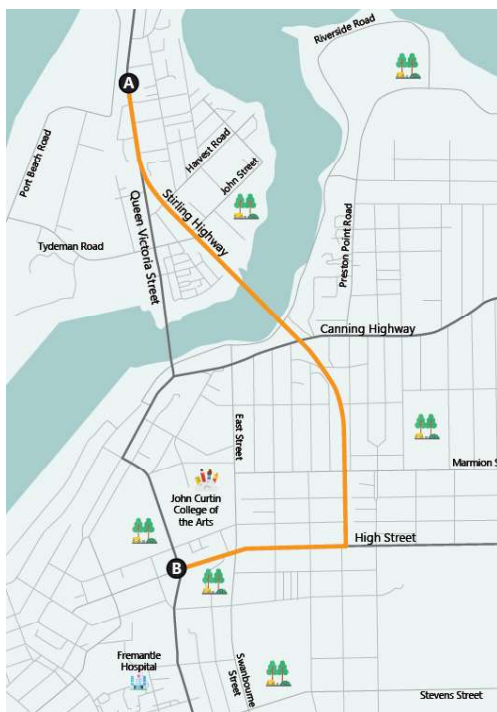


Figure 17: Example journey North Fremantle to Fremantle

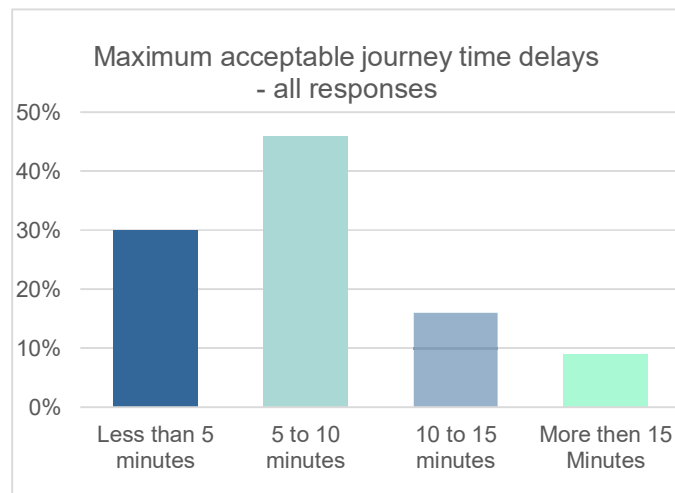


Figure 18: Acceptable journey time delays

## Feedback from local businesses

Face-to-face engagement with local businesses resulted in the majority of businesses expressing a high degree of concern regarding the construction impacts for Option Four, due to the proposed full closure of the bridge for up to two years. Concern was particularly high from businesses relying on passing traffic for trade.

Some businesses were supportive of Option Four, due to the shorter construction timeframe. Some also highlighted a potential benefit from lower volumes of traffic, which might encourage pedestrian and cycle access and reduce congestion levels, creating a calming effect.

Most businesses in North Fremantle preferred Option One or Option Two, for others the response was 'any option other than Option Four'.

Some respondents queried whether the Tydemans Road, Queen Victoria Street intersection could be modified to allow a right turn into Queen Victoria Street when heading west along Tydemans Road. The Alliance has clarified that this is technically possible but would require a series of approvals, including from the City of Fremantle.

The engagement team held a one-hour face-to-face meeting with a North Fremantle couple who own four businesses on the northern stretch of Queen Victoria Street. The feedback was again unsupportive of Option Four. In general, North Fremantle business owners and operators expressed preferences for Options One and Two, strongly disliked Option Three and held significant traffic concerns over Option Four.

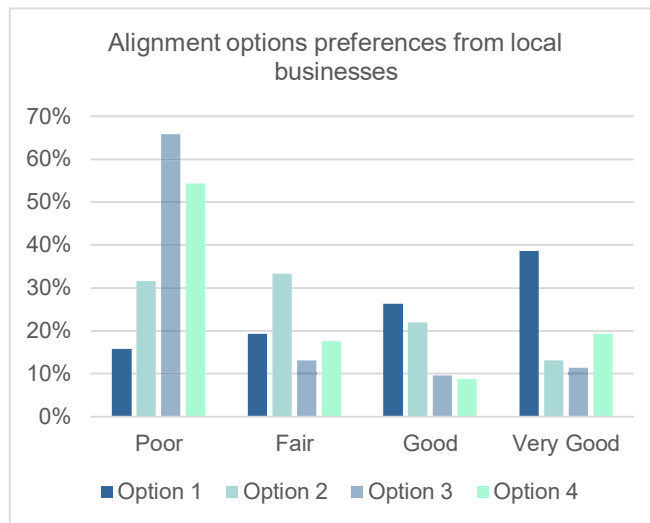


Figure 19: Alignment preferences from local businesses

Another meeting with a landowner and business operator from the south side of Queen Victoria Street resulted in feedback supportive of Option Three, due to shorter construction timeframes and more effective traffic management at Canning Highway.

The Fremantle Chamber of Commerce and Industry (the Chamber) has queried whether compensation (loss adjustment) for local businesses might be available if Option Four was selected. The Chamber encouraged the Alliance to talk openly about this potential mitigation as a way of managing concern and outrage over construction impacts.

A briefing to the Chamber's Design and Infrastructure Committee and Small Business and Retail Committee reflected majority negative feedback regarding Option Four, in that the potential impacts and disruption proposed would be too much for businesses to tolerate.

Views expressed by the committees referred to the cumulative impact of several years of poor trade across Fremantle, impacts from COVID-19 and a genuine fear that severe traffic disruptions would lead to further losses in trade.

On 3 June 2021, the Chamber provided a formal response to the consultation which reflected the feedback compiled by the Alliance team. An excerpt from the response reads:

*"It is our understanding from the majority of Chamber members, that there is a preference for either Option One and Two, which would keep infrastructure to the west, result in overall transport infrastructure being closer together, enable space for urban landscaping and design along the southern bank."*

The full response is provided as Appendix D.

Businesses provided 114 of the online survey responses, with 65% selecting Option One or Option Two as their preferred option as shown in Figure 19.

## Other feedback/hot topics

While the survey and consultation for this program was focused on the single issue of alignment, some respondents and face-to-face interactions with community and other stakeholders highlighted other hot button issues which will help inform future activities and next steps, further outlined in Section 8.

Key issues raised across many of the interactions were:

- Concerns about PSP connectivity, cycling and walking connections.
- Concerns about heritage impacts - some community and stakeholders remain passionate about saving the existing bridge.
- Queries as to why the existing bridge cannot be converted into a pedestrian only structure - with greenery and activations (similar to New York Highline).
- A focus on the broader planning need for Fremantle and queries regarding the future of Fremantle Port, therefore querying if the bridge project should be started now.
- Consistent queries about the future duplication of Stirling Bridge and when this might be implemented.
- Concerns about the impacts of the alignment of the PSP along Pearse Street and specific impacts to residents.
- Requests for another river crossing between Stirling Bridge and the Narrows - potentially Mosman Park across to Bicton.
- Requests for the Fremantle Traffic Bridge to be considered as a local road, rather than a high-volume road.
- Requests for public space activation on both the north and south bank of the river.
- Requests for east-west access across Queen Victoria Street on North Fremantle side, near the riverbank (potential underpass or safe pedestrian access across the busy road).
- Interest in exploring opportunities to activate and improve access to the Naval Stores.

## 7. Comparative analysis

A comparative view across all options, from all survey respondents, shows a preference for Option One as shown in Figure 20. Option Two might be considered as the second preferred option, though only 36% of respondents selected Good or Very Good. Options Three and Four were strongly not preferred by respondents to the survey, with many selecting Poor.

While not all responses included qualitative comments, a detailed coding and analysis has been completed to understand the analyse the comments for or against each alignment and map the content back to the evaluation criteria being used by the technical assessment team to form a recommendation on alignment.

The analysis shows support for Option One was primarily due to the decreased proximity to North Fremantle residents and reduced traffic impacts during construction, compared to Option Four. Respondents also preferred the opportunities for public open space.

On the qualitative feedback, the least preferred option was Option Four, with comments highlighting the negative traffic impacts during construction and impacts to heritage.

The results of the qualitative analysis provide a visual interpretation of the feedback, with pie chart analysis of comments shown in the figures below.

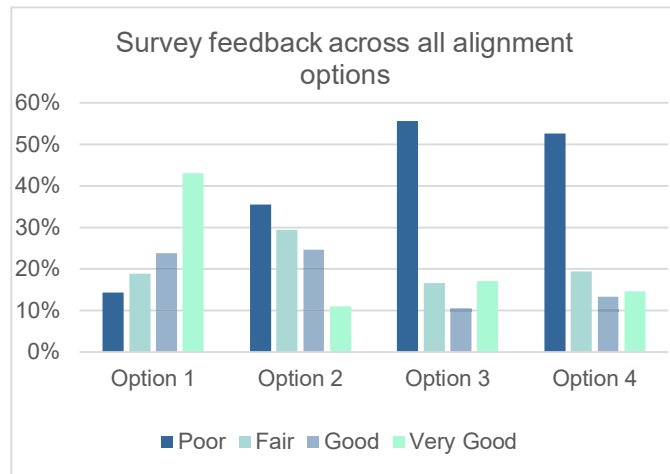


Figure 20: Survey feedback across all alignment options

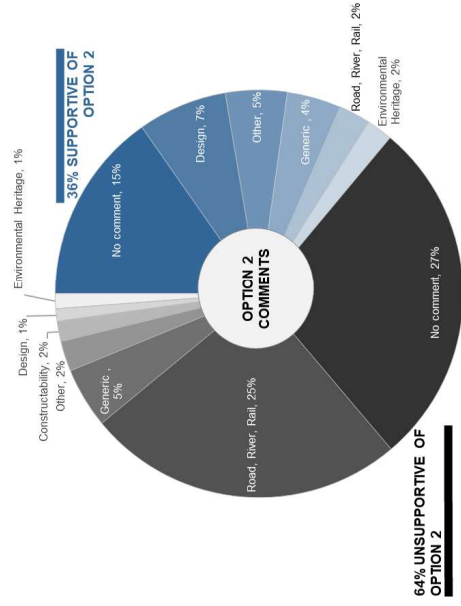


Figure 22: OPTION 2, Qualitative feedback

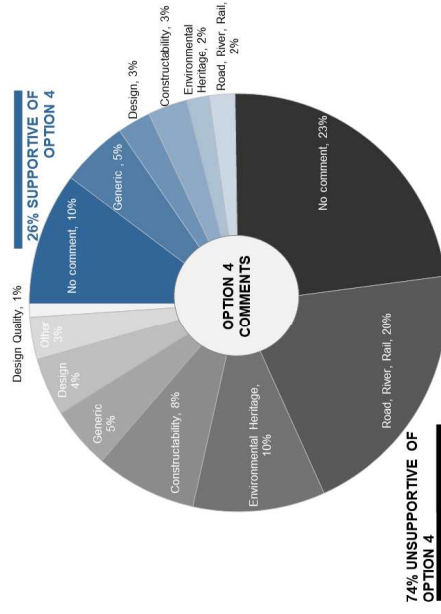


Figure 24: OPTION 4, Qualitative feedback

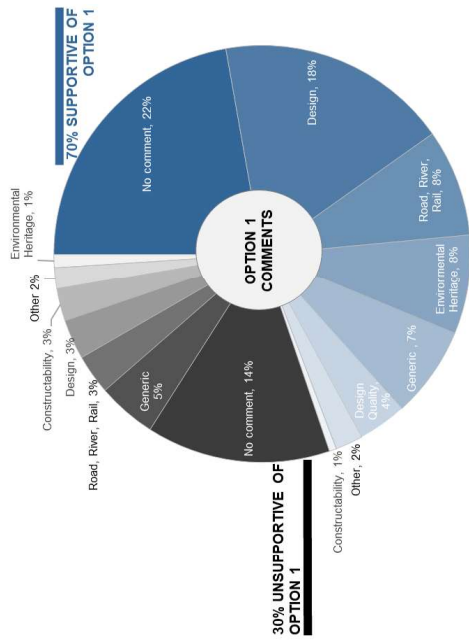


Figure 21: OPTION 1, Qualitative feedback

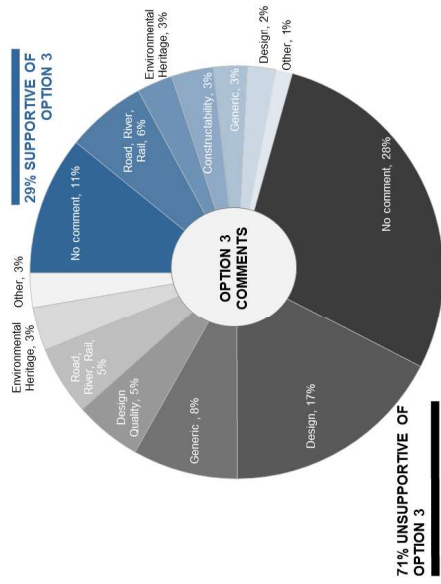


Figure 23: OPTION 3, Qualitative feedback

## 8. Next steps

Survey respondents were asked to indicate the future topics of consultation, where they would be interested in participating or providing feedback. The categories selected reflected the key areas of interest expressed by community and other stakeholders during face-to-face engagements. Almost 70% of respondents wanted to be involved in discussions about bridge aesthetics, the same degree of interest was expressed in walking and cycling paths and almost 58% were interest in public spaces.

This feedback supports the conclusion that Swan River Crossings stakeholders are highly motivated to be involved in aspects of the project which will lead to improved amenity and provide ways to enjoy the crossing location as a place to visit for recreation or enjoy using alternative modes of transport - such as walking or cycling. The responses will strongly influence our next steps regarding consultation - with our next focus being on the design of the bridge structure (bridge aesthetics). A summary of the topics chosen by the survey respondents is presented in Figure 25.

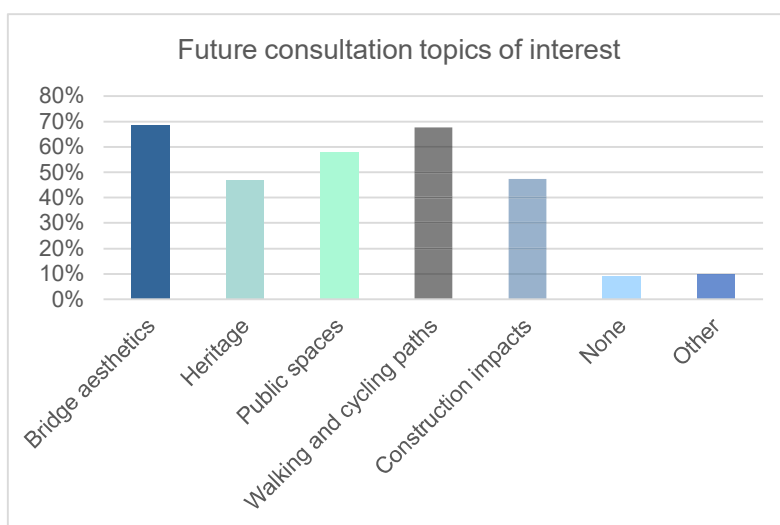


Figure 25: Future consultation topics of interest

### Bridge design consultations

The Community and Stakeholder Engagement team has been working closely with the Aboriginal Engagement Team to align our programs of engagement regarding bridge design and architectural form for the road bridge structure.

Activities are under way to gather an Aboriginal Advisory Group in late-June 2021, so that input can be sought to gather key themes and narratives, which may drive the structural design elements of the project. Previous consultations with Whadjuk Traditional Owners were completed for the preparation of a Heritage Interpretation Strategy (Element, December 2020). Other consultations were held by consultants Ecoscape, with UDLA and Yunga Foundation, for the Alliance team's bid work prior to contract award.

Nominees for the project Aboriginal Advisory Group will be brought forward from these two existing pieces of work. The Alliance has also committed to including two nominees from the City of Fremantle's ongoing Whadjuk Advisory Group and will include representatives suggested by the South West Aboriginal Land and Sea Council. The approach for this engagement has been shared with Main Roads' Aboriginal participation team and is currently well supported.

The purpose of the Aboriginal Advisory Group initial consultations will be:

- To present themes from Element and Ecoscape documents to the group for feedback on key themes for design
- Cultural Context document will then be developed to ensure input into broader vision for design

- Advisory Group recommendations will influence broader community workshops.

The primary method for engagement with the broader community around bridge design is proposed to be a series of three design forums - with two sessions potentially co-hosted with Design Freo and Fremantle Arts Centre Precinct Group. The forums will use a visually based Design Inspiration document to guide discussion and input from attendees. The document will also be shared through the project subscription database to generate discussion and feedback from a wider group of stakeholders.

A summary of the proposed process is presented in the table below:

**Table 3: Proposed community engagement process for bridge design**

Date	Activity	Responsibility
June 30	First meeting of Aboriginal Advisory Group (purpose and activities as above)	FBA, Woods Bagot, Ecoscape, UDLA
Early July	Share outcomes and draft <i>Design Inspiration</i> document with Aboriginal Advisory Group Seek Whadjuk involvement in broader CSE program	FBA, Woods Bagot, Ecoscape, UDLA
<b>Mid-July</b>	<b>Confirmation of alignment selection Announce commencement of design consultations</b>	<b>Main Roads / Minister</b>
Late July (over 10 day period, avoiding school holidays)	Design Forum #1 Design Forum #2 Design Forum #3	FBA, Woods Bagot, Aboriginal Advisory Group reps, with Ecoscape and UDLA Potential to co-host two forums: one with Design Freo one with Fremantle Arts Centre Precinct
First forum date	Release <i>Design Inspiration</i> document to project subscription list - call for feedback and participation in forums	FBA (highly visual, theme and story-based document) <i>NB: No images of bridges</i>
August	Development of bridge aesthetic images based on feedback and inputs from stakeholders	Woods Bagot, Ecoscape, UDLA
<b>Late August</b>	<b>Provide visuals of bridge structure, 2-3 options to Minister for sign-off (approval to release for feedback)</b>	<b>FBA</b>
September	Public consultation on bridge structural form options (proposing 2-3 options for feedback/input using similar online survey process to alignment options)	FBA
Late September	Consolidate feedback on consultation program and provide recommendation on structural form to Main Roads	FBA
October	Approval for architectural and structural form	Main Roads / Minister

### Pearse Street PSP alignment

The community and stakeholder engagement team will also undertake bespoke consultations with a handful of Pearse Street residents impacted by the alignment of the PSP north of Tydemans Road. Some potential concern about impacts to properties was expressed by some residents during pop-up information events. The CSE team would like to proactively undertake these conversations to manage risk around this issue and do what we can to understand property boundary issues and prepare plans to mitigate impacts as early as possible.

### Connectivity and public open space

Consultations regarding connectivity and public open space will form the subsequent stage of broader public engagement, following activities to confirm the aesthetics of the bridge itself. A similar forum approach may be used, along with proactive engagement of special interest groups and key stakeholders (e.g. Department of Transport Urban Mobility team, WestCycle and others). Heritage recognition and interpretation is expected to be a

key feature across all consultations through the Development Phase, including during consultations for the bridge aesthetics.

A full program of engagement for the remainder of the Development Phase will be drafted and supplied to Main Roads for review and approval.

## 9. Closing

The Options Assessment phase provided a valuable opportunity for the Alliance to refresh communications regarding the project and form new relationships with community and other stakeholders. The process of inviting people into the options assessment provided a clear focus for the consultation and the response was overwhelmingly positive.

The Alliance team remains confident this work lays the foundation for a well-grounded and defensible position on the recommended alignment, one that should be supported by the majority of stakeholders.

## Appendix A: Swan River Crossings Media Monitoring

# Swan River Crossings Media Monitoring

Date	Publication	Media Title	Link
11-05-21	Media Statement	Next phase of community consultation begins for Swan River Crossings Project	<a href="https://www.mediastatements.wa.gov.au/Pages/McGowan/2021/05/Joint-media-statement-Next-phase-of-community-consultation-begins-for-Swan-River-Crossings-Project.aspx">https://www.mediastatements.wa.gov.au/Pages/McGowan/2021/05/Joint-media-statement-Next-phase-of-community-consultation-begins-for-Swan-River-Crossings-Project.aspx</a>
11-05-21	FB Page - Rita Saffioti MLA	Where do you want the new Fremantle Traffic Bridges?	<a href="https://www.facebook.com/RitaSaffiotiMLA/">https://www.facebook.com/RitaSaffiotiMLA/</a>
11-05-21	FB Page - Simone McGurk MLA	We've got the team, the funding and the plans to build a bridge (two, in fact!) but we need your help.	<a href="https://www.facebook.com/SimoneMcGurkMLA">https://www.facebook.com/SimoneMcGurkMLA</a>
11-05-21	The National Tribune	City welcomes next phase in traffic bridge consultation	<a href="https://www.nationaltribune.com.au/city-welcomes-next-phase-in-traffic-bridge-consultation/">https://www.nationaltribune.com.au/city-welcomes-next-phase-in-traffic-bridge-consultation/</a>
11-05-21	Mirage	Statement – Next phase of community consultation begins for Swan River Crossings Project	<a href="https://www.mirage.news.com/statement-next-phase-of-community-consultation-557854/">https://www.mirage.news.com/statement-next-phase-of-community-consultation-557854/</a>
11-05-21	Mirage	City welcomes next phase in traffic bridge consultation	<a href="https://www.mirage.news.com/city-welcomes-next-phase-in-traffic-bridge-557949/">https://www.mirage.news.com/city-welcomes-next-phase-in-traffic-bridge-557949/</a>
11-05-21	City of Fremantle	As above	<a href="https://www.fremantle.wa.gov.au/news-and-media/city-welcomes-next-phase-traffic-bridge-consultation">https://www.fremantle.wa.gov.au/news-and-media/city-welcomes-next-phase-traffic-bridge-consultation</a>
11-05-21	FB Page - City of Fremantle	As above	<a href="https://www.facebook.com/CityofFremantle">https://www.facebook.com/CityofFremantle</a>
11-05-21	Blog - Freo's View	FREO TRAFFIC BRIDGE NEW COMMUNITY CONSULTATION STARTS TODAY	<a href="https://freoview.wordpress.com/2021/05/11/freo-traffic-bridge-new-community-consultation-starts-today/">https://freoview.wordpress.com/2021/05/11/freo-traffic-bridge-new-community-consultation-starts-today/</a>
11-05-21	Blog - Freo's View	FOUR ALIGNMENT OPTIONS FOR NEW FREO TRAFFIC BRIDGE	<a href="https://freoview.wordpress.com/2021/05/11/four-alignment-options-for-new-freo-traffic-bridge/">https://freoview.wordpress.com/2021/05/11/four-alignment-options-for-new-freo-traffic-bridge/</a>
11-05-21	Fremantle Shipping News	Freo Today	<a href="https://fremantleshippingnews.com.au/freo_today_whats-happening/">https://fremantleshippingnews.com.au/freo_today_whats-happening/</a>
11-05-21	Roads & Infrastructure	Community consultation open for WA's Swan River Crossing	<a href="https://www.roadsonline.com.au/community-consultation-open-for-was-swan-river-crossing/">https://www.roadsonline.com.au/community-consultation-open-for-was-swan-river-crossing/</a>
11-05-21	FB Page - Town of East Fremantle	Main Roads are sharing plans for the four realignment options	<a href="https://www.facebook.com/townofeastfremantle">https://www.facebook.com/townofeastfremantle</a>
14-05-21	FB Page - Our Bridges, Our Place, Our Choice.	The Fremantle Bridge Alliance are engaging with the community regarding the four alignment options.	<a href="https://www.facebook.com/pg/betterbridgefreo/posts/">https://www.facebook.com/pg/betterbridgefreo/posts/</a>
15-05-21	FB Page - Our Bridges, Our Place, Our Choice.	The Fremantle Bridge Alliance are engaging with the community...	<a href="https://www.facebook.com/betterbridgefreo/">https://www.facebook.com/betterbridgefreo/</a>
12-05-21	Inside local government	Fremantle drives next stage of Traffic Bridge consultation	<a href="https://insidelocalgovernment.com.au/fremantle-drives-next-stage-of-traffic-bridge-consultation/">https://insidelocalgovernment.com.au/fremantle-drives-next-stage-of-traffic-bridge-consultation/</a>
12-05-21	Town of East Fremantle	SWAN RIVER CROSSINGS - VIEW ALIGNMENT OPTIONS AND HAVE YOUR SAY	<a href="https://www.eastfremantle.wa.gov.au/news/swan-river-crossings-view-alignment-options-and-have-your-say/10497">https://www.eastfremantle.wa.gov.au/news/swan-river-crossings-view-alignment-options-and-have-your-say/10497</a>



Date	Publication	Media Title	Link
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06-01-21	6PR - Mornings with Liam Bartlett	Community plea to save historical Fremantle Traffic Bridge	<a href="https://podcasts.apple.com/au/podcast/mornings-with-liam-bartlett/id1231321581">https://podcasts.apple.com/au/podcast/mornings-with-liam-bartlett/id1231321581</a>
01-06-21	6PR - Mornings with Liam Bartlett	Swan River Crossing project: Fremantle traffic bridge - John Dawson	<a href="https://www.facebook.com/betterbridgefreo/posts/288805752955031">https://www.facebook.com/betterbridgefreo/posts/288805752955031</a>
01-06-21	6PR - Mornings with Liam Bartlett	Swan River Crossing project - Ashley Vincent	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
01-06-21	6PR - Mornings with Liam Bartlett	Swan River Crossing project: Fremantle traffic bridge - Talkback callers	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
01-06-21	FB Page - Our Bridges, Our Place, Our Choice.	We loved being part of the DesignFreeo panel last night	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
27-05-21	FB - Town of East Fremantle	URGENT! BRIDGE CLOSURES AND TRAFFIC IMPACTS	<a href="https://www.facebook.com/townofeastfremantle">https://www.facebook.com/townofeastfremantle</a>
04-06-21	FB Page - Smithson planning	Fremantle Herald Official - 05 Jun 2021 p3 - Unbridgeable gap : the divide between Main Roads Western Australia and the Fremantle community	<a href="https://www.facebook.com/SmithsonPlanning">https://www.facebook.com/SmithsonPlanning</a>
05-06-21	FB Page - Our Bridges, Our Place, Our Choice.	Sharing of Fremantle Shipping News article	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
03-06-21	Fremantle Shipping News	OF ROADS, RAIL AND BRIDGES – THE CONTINUING SAGA OF THE OLD FREO TRAFFIC BRIDGE	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
09-06-21	Fremantle Shipping News	HERE'S MY BRIDGE OPTION 5	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>
10-06-21	Channel 9 - The Pulse segment	Fremantle Traffic Bridge	<a href="https://www.facebook.com/betterbridgefreo">https://www.facebook.com/betterbridgefreo</a>

## Appendix B: Community forum summary

**SWAN RIVER CROSSINGS ALIGNMENT FORUM and OPTIONS ASSESSMENT WORKSHOP**  
**Tuesday 11<sup>th</sup> May, 2021**

**Forum Attendees**

<i>Community representatives and key stakeholders</i>	
Farley Garlett	Aboriginal Elder
Joss Morgan	Arts Precinct (City of Fremantle)
Alex Fletcher	Better Bridge Campaign
Rebecca Clarkson	Better Bridges Campaign
Greg Dale	Boating WA, Swan River Network
Ian Ker	Catalyst
Andrew Sullivan	City of Fremantle
Russell Kingdom	City of Fremantle
Jenny Archibald	City of Fremantle
Peter Newman	Curtin University
Layla Saleeba	Design Freo
Peter Scott	Fremantle Arts Precinct
Danica Quinlan	Fremantle Chamber of Commerce
Craig Ross	Fremantle Inner City Residents
Michael Barker	Fremantle Shipping News/Better
Bill Oddy	Fremantle Society
Catriona Gregg	High Street Project Construction
Ann Forma	North Fremantle Community
Gerry MacGill	North Fremantle Community
Callum Nevill	Representative to Lisa O'Malley,
Emma Herrick	Representative to Simone McGurk,
Gordon Melsom	Rivershores Residents
James Morrison	Town of East Fremantle
Nicolas King	Town of East Fremantle

<i>Project team and key stakeholders</i>	
Nicole Lockwood	Facilitator
Floribert Tankam	Agonis
Michelle Moyo	DoT Freight
Mark Briant	DoT Marine
Mark La Galia	DoT Urban Mobility
Sarah Court	DoT Urban Mobility
Charlie Wilson-Clark	Fremantle Bridges Alliance
Fiona Bettesworth	Fremantle Bridges Alliance
Anthony Deurloo	Fremantle Bridges Alliance
Claire Gould	Fremantle Bridges Alliance
Julia Summers	Fremantle Bridges Alliance
Barry Moore	Fremantle Bridges Alliance
Andrew Whiteside	Fremantle Bridges Alliance
Jo Carles	Fremantle Bridges Alliance
Remi Cousin	Fremantle Bridges Alliance
Sue Hellyer	Fremantle Ports
Neil Stanbury	Fremantle Ports
Julie Clayton	Main Roads WA
Lance Thomas	Main Roads WA
Alice Cargeeg	Main Roads WA
Carolyn Walker	Main Roads WA
Ashley Vincent	Main Roads WA
Owen Thomas	PTA
Vijaya Moorthy	PTA

**WORKSHOP - ALIGNMENT OPTIONS AND CONSIDERATIONS DISCUSSION**

**OPTION 1** proposes to build two new bridges between the existing rail bridge and the existing Fremantle Traffic Bridge. The new passenger rail bridge includes two tracks, to the east of the current rail bridge.

Existing bridge to remain in part and functional as new bridge is under construction.

<p><b>Transport infrastructure closer, maximising available space for urban landscape and design</b></p>	<ul style="list-style-type: none"> <li>• There will be 3 bridges</li> <li>• This is a shorter sharper program with less risk to management of the project.</li> <li>• Presents gateway to Fremantle other options don't go straight into Fremantle. It's direct into Fremantle. That is the closest foreshore to Fremantle</li> <li>• Southbank place activation opportunities is great with this option, positive</li> <li>• Building for 120 years of passenger rail</li> <li>• The desire from PTA is strong for the second rail</li> </ul>
<p><b>Possible retention of remnant portion of bridge</b></p>	<ul style="list-style-type: none"> <li>• Not so much of a gain of option 1 if the remnant bridge is not kept</li> <li>• Lightweight connection between the old bridge and new bridge pedestrian part</li> <li>• Anti-stump - The whole structure is what is remarkable, a bit of the structure isn't. It's better if the remnant is not between the bridges</li> <li>• Connect the new structure to an old structure as pedestrian path. Yes, possible, but may not be practical? Needs to be explored and discussed.</li> <li>• From the city's point of view, if we try and keep little bits of it, it becomes tokenistic. It loses heritage value.</li> </ul>
<p><b>Constrained site makes it more complex</b></p>	<ul style="list-style-type: none"> <li>• Local bridge, very keen on having it connected to locality, not just something to move traffic.</li> <li>• Interest in traffic calming, integration in Queen Victoria Street.</li> <li>• Bridge is a local road, should be speed limited and not need sound walls</li> <li>• Concerns about traffic changing over Queen Victoria Street</li> <li>• Combined bridge for road and rail doesn't work because of grade. The gradient rail issue has been resolved by creating passenger rail not freight rail</li> </ul>
<p><b>Heritage listed Ferry Capstan would need to be relocated / reinterpreted</b></p>	<ul style="list-style-type: none"> <li>• From the Cities point of view the ferry capstan is secondary to bridge</li> </ul>
<p><b>PSP</b></p>	<ul style="list-style-type: none"> <li>• City of Fremantle have a signed off cycle plan for DoT. City would love to be involved in future discussion of PSP to Fremantle</li> </ul>
<p><b>Current estimates - construction finished by late 2025</b></p>	<ul style="list-style-type: none"> <li>• Option 1 is the most congestion – single barge piling operation, will need to be built at the same time – can only fit one barge</li> <li>• The road bridge will be launched in 2 halves</li> <li>• During construction there will be no impacts on freight</li> </ul>

**OPTION 2** proposes to build two new bridges between the existing rail bridge and the existing Fremantle Traffic Bridge. The new passenger rail bridge includes one track, to the east of the current rail bridge.

Existing bridge to remain in part and functional as new bridge is under construction.

<p><b>Transport infrastructure closer, maximising available space for urban landscape and design</b></p>	<ul style="list-style-type: none"> <li>• Noise impacts will be less/minimise noise and pollution during certain hours. This is the biggest issue with residents</li> <li>• Impacts on one-rail vs two is a slightly narrower footprint</li> <li>• Existing PTA rail asset is not ideal for rail maintenance</li> </ul>
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	<ul style="list-style-type: none"> <li>• Very little aesthetic opportunity to squash the bridges in.</li> <li>• The constrained options 1 &amp; 2 causes more impact.</li> <li>• Good that the alignment goes directionally toward Fremantle</li> <li>• What's the difference in cost to build 2 rail now or 1 rail now?</li> <li>• Discussions to continue around the connectivity on the rail bridge once the alignment is resolved</li> <li>• Will dramatically improve navigation</li> <li>• This option would never allow for removal of electrification.</li> <li>• To keep a remnant you have to put millions in there to make it happen.</li> <li>• To keep a remnant would be a great outcome. The timbers aren't all rotten.</li> <li>• 20m is the official length of the length of the remnant.</li> <li>• Interpretation should be meaningful.</li> </ul>
<b>Possible retention of remnant portion of bridge</b>	
<b>Heritage listed Ferry Capstan would need to be relocated / reinterpreted</b>	
<b>Rail bridge with one new track for passengers</b>	<ul style="list-style-type: none"> <li>• Why bother with one rail track. What's the point?</li> </ul>
<b>Existing rail requires significant work</b>	<ul style="list-style-type: none"> <li>• Can't widen the existing rail bridge. Existing rail bridge has 40 years life left</li> <li>• It's 10 year horizon for the freight line. That rail bridge becomes a beautiful PSP.</li> </ul>
<b>Current estimates – construction finished by late 2025</b>	

**OPTION 3** proposes to build the new traffic bridge to the east of the existing Fremantle Traffic Bridge and includes a new passenger rail bridge with two tracks, to the east of the current rail bridge. This alignment was presented by Main Roads last year. Existing bridge to remain in part and functional as new bridge is under construction.

<b>Possible retention of a remnant portion of Bridge</b>	<ul style="list-style-type: none"> <li>• Don't want stump between bridges, as connectivity doesn't exist.</li> <li>• Don't want just sticks out of the water - function is important.</li> <li>• Need a more creative way to acknowledge heritage.</li> <li>• The whole structure is extraordinary – not just the stumps. Keen to retain existing bridge (1 person).</li> <li>• Like the idea of remnant.</li> </ul>
<b>Alignment (including footpath) would move approximately 15m closer to the northern bank apartments</b>	<ul style="list-style-type: none"> <li>• Noise mitigation and treatment essential - 5m sound walls not acceptable.</li> <li>• Sound wall – will that mean we miss out on afternoon sun on balconies?</li> <li>• We bought an apartment knowing the road reserve was there – caveat emptor (buyers should have done due diligence). Project should use the existing road reserve.</li> <li>• Want remediation of area around abutment.</li> <li>• Opportunity for similar to jetty built at Mandurah Traffic Bridge.</li> <li>• Don't want option 3 because it will bring road closer to apartments and noise closer to one area e.g. between Stirling Bridge and traffic bridge – higher ambient noise level and pollution level</li> </ul>
<b>Simpler more efficient southern intersection (Canning Hwy / Queen Victoria St)</b>	<ul style="list-style-type: none"> <li>• Closures (e.g. Queen Victoria Street): there is a sense of connection between businesses and communities, and consideration is being given to cutting it off for 2.5 years.</li> <li>• Efficiency of intersection is important.</li> </ul>

	<ul style="list-style-type: none"> <li>The road gets closer to the naval store, which becomes stranded. A key consideration for the naval store is that it needs space around it and easy access. It is an event space used for weddings, exhibitions, music – it is a Fremantle attraction (i.e. functions). Adjacent park complements this use.</li> <li>Move the southern end slightly west to improve navigational operation (e.g. currents).</li> </ul>
<p><b>The alignment would widen the footprint of the transport infrastructure</b></p>	<ul style="list-style-type: none"> <li>Bridge is the main entrance to Fremantle and should go straight to Fremantle; otherwise heightens risk of vehicles moving out of Fremantle.</li> <li>Longer term connection to Fremantle for cycling and pedestrian: the rail bridge provides best for connectivity back into Fremantle.</li> <li>Needs to consider how to connect this option to Beach Street into Fremantle. Consideration of future bike plan.</li> </ul>
<p><b>Current estimates: construction finished by late 2024</b></p>	<ul style="list-style-type: none"> <li>Consider viability of Fremantle businesses and willingness for people to consider going to Fremantle.</li> </ul>

**OPTION 4** proposes to build the new traffic bridge on the same alignment as the existing Fremantle Traffic Bridge and includes a new passenger rail bridge with two tracks, to the east of the current rail bridge.

Existing bridge to be completely demolished and all traffic to be diverted onto Stirling Bridge during construction of new bridge.

<p><b>Reduced construction complexities due to full demolition</b></p>	<ul style="list-style-type: none"> <li>The river will not be shut as well.</li> <li>This is easier to build, it's all in, all out. Closing things off, waiting for approvals etc. Everyone in, hands clear, go.</li> <li>Keeping existing alignment you can rebuild and keep the aspects people are familiar with – four pillars and lights.</li> <li>Road design has a role to play, creating spaghetti intersections. The way you design the road into the future.</li> <li>This option is cheaper but not material difference. Saving in time.</li> <li>Why make it higher, why not bridge that can open it up.</li> <li>We want to see it retained as a high line. I think with enough money and love it can happen.</li> <li>Destination location, quieter traffic, really enhance it and bring people in. Should retain a little bit.</li> <li>It is a more elegant solution for taking people into Fremantle. Also gives naval store space.</li> <li>Such a good idea.</li> <li>Spreads infrastructure over a larger area, if you can bring infrastructure closer together, more space for potential space activation.</li> <li>Community is trying to maximise space in the open areas. Clash between engineering approach and desire of the community to have an urban environment. We're not resolving it.</li> <li>We need to plan on the basis, not trying to get through the area, but get to the area.</li> <li>We actually want congestion; we want movement and visitors to the area.</li> </ul>
<p><b>Alignment on already disturbed footprint</b></p>	<ul style="list-style-type: none"> <li>This project has such strong focus on design quality. We are focused on those connections, road, rail, pedestrians, and cyclists.</li> <li>Alignment from the North, but brings it into Queen Victoria Street on the southern embankment.</li> </ul>

	<ul style="list-style-type: none"> <li>This does not benefit Cantonment Hill opportunities. Gives us what we have just a bit flashier and nicer.</li> </ul>
<p><b>Full closure of bridge required for up to 2 years. Significant impact on road network</b></p>	<ul style="list-style-type: none"> <li>Interrogation of closing the bridges and the traffic modelling. What are the assumptions for Op4 vs others? Construction time is essentially 12 months shorter than other options.</li> <li>I like getting rid of the bridge; I think it's going to bring about behavioural change. Still allowing some traffic. I want people to come into Fremantle and walk or cycle there. Seem to be continually aiming for great things.</li> <li>If you could build bridge here, then get rid of the bridge. Shortening duration of the impacts.</li> <li>The bridge being closed will kill businesses on Queen Victoria Street. They rely on people driving past.</li> <li>The biggest issue on this option is traffic, are people willing to put up with it for two years?</li> <li>I think it's too much to ask. Six months people would tolerate – two years is too much.</li> <li>The main drawback is the traffic, but if you can put up with it, you get a better alignment.</li> <li>I think it's a viable option. If the bridge were shut off, it would be an extra inconvenience. But it wouldn't bother some. It's only peak hour traffic that will be the problem.</li> <li>All people in North Fremantle are going to be concerned about traffic.</li> </ul>
<p><b>Heritage aspects interpreted differently</b></p>	<ul style="list-style-type: none"> <li>This option opens up a pretty blank canvas. There is a history of demolition the bridges and building another one. Layer in Whadjuk Noongar heritage as well. There's an opportunity to rethink it. Compromise ground.</li> <li>Heritage impact? Not a theme park.</li> <li>If Heritage Council are fine and building something on original alignment is great. Less in the water is good.</li> <li>Need to be looking at heritage as a precinct, not individual heritage. Culturally, Indigenous, European. Not pick them off one by one. Put piers in the river, when Indigenous people say do not put piers in the river.</li> <li>A new jetty would be a breakthrough for me. If you can honour the heritage, make a jetty.</li> </ul>
<p><b>Current estimates- construction finished by late 2024</b></p>	<ul style="list-style-type: none"> <li>Concerns are around the construction period, closure of the road bridge. Total cost to upgrades on other intersections. Capital cost across the network.</li> <li>Appetite for this. Reign in impacts, may be more acceptable for a reduced period of time.</li> <li>Impacts on Port</li> <li>Travel behaviour during construction, need to look at other options and awareness. Additional measures</li> </ul>

**Other General Considerations**

- The traffic bridge in all four options will be the same width. Pedestrian and cyclist path widths the same for all options.
- They are all launched bridges.
- There is no PSP on rail bridges.
- Concerns on the PSP and future connectivity particularly crossing Beach Street. Grade separated access to Beach Street. not to be a tack on
- Can you drop PSP lower than road bridge, and maintain bridge height for clearance?

- If the duplication of Stirling could happen now. It would be the smartest move of all
- High street needs to be finished.
- Would be useful to see information regarding distribution of traffic during the day versus trips in the evening. Inform construction timing?
- Congestion provides an opportunity for change. Plan for how people are travelling.
- Consider in advance (one year ahead) travel behaviour change and community involvement in that process. (DoT to assist with behaviour change.)
- Start up a ferry to the city? We can take that to River Ops group
- Good discussion about making capacity for future train station in north Fremantle
- Involve residents - meet with residents to discuss a good noise mitigation outcome.
- Note there is a plan to build 300 apartments in the Arts Centre precinct as an infill project. Need to consider timing of construction – i.e. impacts if construction at the same time.

#### **Current Traffic Bridge**

- Should drop the speed limit to 50km it would assist a little of the bridge life.
- Consider managing heavy vehicles on the bridge – ensure they use Stirling Bridge and monitor.
- Truck should be stopped from going on the bridge. Sign max load.
- We need an embargo on container traffic using the bridge. This results in increased pollution, with noise and diesel particulates in residences.

#### **Future light rail**

- Is there durability of the existing rail structure for light rail in the future?

#### **Fremantle Port**

- An assumption made is that suddenly the port is not going to continue to trade. There is more trade than just containers. 80% of Fremantle people prefer freight on rail, FPA are keen to see more freight on rail.
- Consider freight logistics in and out of port - radically modify now prior to significant impact on congestion (during construction). Look at incentives, timing, truckloads, and cost of in and out different days – change behaviour for freight operations.

## Appendix C: List of businesses consulted with directly



## Businesses north of the bridge

#	Business name	Owner / manager	Phone	Address	View on the project	Notes
1	Mortgage Choice	John	08933 58278	1/10 Kwong Alley	Against the project, should be further west.	18/5 Access PSP from underpass? What is the height of the road? Further west is best, retaining bridge is tokenism - train station doesn't link. Lived in the area for 20 years. Open space in Norbank important, why not suspension bridge further downstream, concern over building a bridge to a T junction. 21/5 Could not locate, Fiona to try calling mobile. 25/5 emailed davrobwa@bigpond.net.au
2	Davrob Constructions		0417 948 250	Kwong Alley		21/5 Could not locate, Fiona to try calling mobile. 25/5 emailed davrobwa@bigpond.net.au
3	Maritime Union of Australia		08933 50500	2-4 Kwong Alley		Charlie and Ashley to approach.
4	North Fremantle Pilates	Eilie		212 Queen Victoria Street		21/5 Interested to know what is the quickest option, 90% of clients come from over the bridge. Will review info and complete feedback survey online.
5	Levity Health	Tony	9336 2121	214 Queen Victoria St		21/5 closed. 25/5 emailed info to tonv@levity.fit
6	Swan Hotel	Frank, Sonia.	08933 52725	201 Queen Victoria St		21/5 Also own Railway Hotel nearby. Owners not there, gave info and left Fiona's number. 26/5 emailed theswanhotelfree@gmail.com
7	F45 Training Peppermint Grove		0474 080 056	Level 1/1 Swan St		21/5 Could not locate, Fiona to email - peppermintgrove@45training.com.au 26/5 - emailed
8	Classic Barber	Himood - very nice.	0413 256 217	3/210 Queen Victoria St		21/5 Left information.
9	Through The White Door		0434 986 225	14/210 Queen Victoria St		21/5 visited but closed 27/5 emailed hello@throughthewhitedoor.com.au
10	Monocle Optometry		086370 4290	12/210 Queen Victoria St		21/5 Spoke with shop assistant, email info 26/7/5 info emailed to hello@monocloptometry.com.au
11	Mint WellBeing	Amber	089336 7038	4/210 Queen Victoria St		21/5 Fiona emailed.
12	Port City Cycles	Christine, Rod.	089433 6877	212 Queen Victoria St	Against Option 4.	21/5 New business. Do not want bridge closed for 2 years - Option 4. Fiona emailed 21/5.
13	North Fremantle Chiropractic	Nathan	08 6113 2439	1/210 Queen Victoria St	Doesn't like Option 4.	
14	Australia Post - North Fremantle LPO	Michael	089335 2514	211 Queen Victoria St	Doesn't like Option 4.	18/5 Loss of customers during construction.
15	Old Bridge Cellars	Toby	089335 2702	221 Queen Victoria St	Doesn't like Option 4. Likes Option 1.	18/5 Likes the idea of remnant bridge. Name of shop "Old Bridge." Concerns about traffic
16	Piggy Food Co	Max	086219 5069	229A Queen Victoria St	Doesn't like Option 4. Don't mind Options 1,2,3.	21/5 Option 4 bad for business, don't mind Options 1,2,3. Interested - left info.
17	Mojo's Bar		089430 4010	237 Queen Victoria St		21/5 Lots of people drive across - night traffic not as bad though. Staff member to pass info onto owner.
18	Filpside Burgers	Ben - Manager	089433 2188	239 Queen Victoria St	Supportive, understands the need	12/5/21 - Met Fiona and Charlie, likes option 1 and 4, but notes 4 will be short term pain. Confident that customers will still come and find other ways to get in even if bridge is closed.
20	Mrs Brown	Hamish and Siobhan.	089336 1887	241 Queen Victoria St	Support Option 1. Against Option 3 & 4.	21/5 Fiona and Jade had face to face meeting with both owners.
21	Propeller	Hamish and Siobhan.	089335 9366	222 Queen Victoria St		"As above."
22	Guildhall Event Space	Hamish and Siobhan.	0422 748 370	222 Queen Victoria St		"As above."

#	Business name	Owner / manager	Phone	Address	View on the project	Notes
23	Midas Fremantle		089335 4133	230 Queen Victoria St		21/5 Left info, busy work day little time to chat
24	Ooh La La boutique & coffee	Jess	0422 883 919	255 Queen Victoria St	Supportive.	12/5/21 - Met Fiona and Charlie. Most of her customers come to the business as a destination or walk, doesn't think that Option 4 will have a big impact on her business. Asked if we can alter the traffic lights to allow right turn at Tydemian Road so that customers can access Queen Victoria St.
25	Bruce Town	MJ (very nice)	0404 071 259	259 Queen Victoria St	Very Supportive.	12/5/21 - Met Fiona and Charlie, 75% of customers are local, lots walk, bridge closure won't impact her business much. Positive that construction will bring customers. Fine to demolish old bridge.
26	Grace Loves Lace		086219 5030	222 Queen Victoria St		27/5 emailed <a href="mailto:berth@graceloveslace.com">berth@graceloveslace.com</a>
27	Busatti Perth	Christine - one of three owners	089335 8918	257 Queen Victoria St	Low-medium level of support for the project.	12/5/21 - Met Fiona and Charlie. Likes option 1 because you go straight into Freo and it allows for landscaping on the foreshore. Understands that the bridge needs to be replaced. Very against option 4 because of traffic as Stirling Bridge is already crowded.
28	Ivy & Isabel Resortwear	Gerri - Owner	0419 397 259	261 Queen Victoria St	Low level of support for the project.	12/5/21 - Met Fiona and Charlie, gets a lot of drive by customers, paid parking is an issue. Very against option 4 and concerned about traffic impacts, wants bridge built to the west in the port.
29	National Storage Fremantle	Natalie - Manager Natalie's boss - Justin	086323 0140	10 Podger Ln		18/5 Less freight trucks good, customers come as destination.
30	Iyara Beauty and Massage	Gig	089335 7029	6/210 Queen Victoria St		18/05 Spoke to Gig about the project and alignment options for feedback. Left info.
31	Queen Victoria Beauty Salon	Jane	089433 3552	231 Queen Victoria St		18/5 Was busy will read through info and call Charlie if have any questions.
32	Su Swar	Deanne Richards (Dee)			Against Option 4. Prefers Options 1 & 2.	18/5 Customers half and half come across bridge.
33	Coco Skin Clinic	Jane, very nice.	086193 1838	2/210 Queen Victoria Street		21/5 Owner spoke to her, little concerned, explained the need for new bridge and importance for her feedback as a business owner.
34	The Low Tox Salon			7/210 Queen Victoria Street		21/5 Not open 27/5 emailed <a href="mailto:taralynhairartist@gmail.com">taralynhairartist@gmail.com</a>
35	Gorjas Hair		089433 2842	9/210 Queen Victoria Street		21/5 Spoke with stylist who understood the need for bridge, left info for feedback.



## Businesses south of the bridge

#	Business name	Owner / manager	Phone	Address	View on the project	Notes
1	Auto Masters Fremantle	Jayson Harling	08933 62733	61 Queen Victoria St	Prefer Options 1 & 2.	18/5 Has a lot of repeat customers. Has another store in Claremont he goes to and from, construction would be a big disruption.
2	Docuprint Printing Fremantle		08933 52255	63 Queen Victoria St		18/5 Gave info, will read and give feedback online.
3	Powerflex Capital		1300 614 667	L1775 Queen Victoria St		18/5 Info to be shared via strata (GMP Property Asset Management)
4	Shacks Fremantle		08943 29432	58-64 Queen Victoria St		18/5 Left information.
5	McLintock International	Duncan McLellan	08933 63001	75 Queen Victoria St	Generally positive	21/5 Called and then emailed information - duncann@mcintock.com.au
6	JJ Saver Co		08943 31788	1/77 Queen Victoria St	Understands need, not band aid job. Supports Option 4 as it wouldn't have much of an impact on them.	18/5 Been at the same location 34 years, wouldn't have much impact of where the bridge goes.
7	Flying Angel Club	Peter	08933 55000	76 Queen Victoria St		18/5 Building closed. Fiona emailed info (fadremantle@yahoo.com)
8	BP	Darmit	08933 59066	85 Queen Victoria St	Definitely will be affected. Concerns about option 4.	21/5 Going to talk with his boss about the alignment options and give feedback online.
9	GMP Property Group - Property Manager for 75 Queen Victoria Street	Julia Flood	0404 522 049	1/29 Napoleon Street, Cottesloe		21/5 Called then email info which still will pass on to all tenants, works in Cottesloe and lives in Hilton so uses the bridge often. Tenants include Powerflex Capital and McIntock International.
10	Sacred Tattoos		08933 66111	4/95 Queen Victoria St	Not interested	18/5 Gave info, will pass onto manager.
11	Major Holdings	Grant Young	0894 818 787	23 Outram Street, West Perth		Own all buildings along Canning Hwy. 29/5 Fiona called them emailed reception@majorholdings.com
12	Scooter Shop		089433 4613	2/95 Queen Victoria St		18/5 Gave info, will look later, was busy.
13	Officeworks Fremantle		089431 8200	92 Queen Victoria St		18/5 Visited, recommended we call 1300 633 423 - called on 21/5 and advised to email property@officeworks.com.au - emailed info.
14	Fremantle City Auto Wholesale		089335 6035	94 Queen Victoria St		18/5 Referred us to Major Holdings owner Grant Young who owns the building.
15	Europcar Perth Fremantle	Zayda	089336 4411	96 Queen Victoria St	Prefer Option 1. Issues with Option 4.	18/5 Currently have 3-year lease. Would prefer more future proofing, for eg. Option 1 each way is better than closed only petrol station they use is on Canning Hwy so Option 4 would be a problem.
16	The Kiosk Fremantle	Stefano	086219 5277	123 Beach St		21/5 Emailed info as closed for renovations.
17	Beach Street Bar			123 Beach Street, Fremantle		21/5 Emailed info, positive email response. (New hospitality business near East Street Jetty)
18	Healthy Meridian Massage			Queen Victoria St		18/5 Gave info.
19	Ol Mate Motor Co		0487 644 713	83 Queen Victoria St		18/5 Gave info, closing down soon.

## Appendix D: Fremantle Chamber of Commerce response



3 June 2021

Charlie Wilson-Clark  
Community and Stakeholder Engagement Manager  
Fremantle Bridges Alliance  
Level 3, 503 Murray St  
Perth WA 6000

Dear Charlie,

**RE: FREMANTLE BRIDGES ALLIANCE CONSULTATION STAGE FEEDBACK**

The Fremantle Chamber of Commerce recognises and appreciates the efforts The Fremantle Bridges Alliance, and all involved to listen to stakeholder feedback and address initial concerns with the Fremantle Bridge proposal.

The Chamber recognises this is a complex project, with competing constraints that will have both short term and long-term implications for Fremantle.

The Chamber is keen to ensure that in the selection of the final preferred alignment options, that the criteria for decision making is future focused and is based on providing a gateway in Fremantle, rather than away from Fremantle, takes into consideration the broader planning context as much as is currently feasible and in the short-term ensures any local business impact is minimized, or compensated.

It is our understanding from the majority of Chamber members, that there is a preference for either option one and two, which would keep infrastructure to the West, result in overall transport infrastructure being closer together, enable space for urban landscaping and design along the southern bank. Options one, two and three also facilitate possibly retaining a portion of the existing Fremantle bridge and the historic Ferry Capstan site. Considered use, access and ongoing maintenance of these structures is important to articulate in the design phase if these options are selected.

It is acknowledged by many members that option four provides for innovative design and heritage interpretation of a completely new bridge, provides more opportunity for urban design and use of Beach St and the Northern bank. This option also has a significantly shorter construction time and with lower cost has the potential to deliver a better funded design solution for the future. However, the loss of access of transport into Fremantle for a full two-year period is a significant hurdle with no solution presented with this option.

Option 3 has the benefit maintaining existing traffic flows throughout the project, but it essentially diverts traffic away from Fremantle in the long term. It also has a significantly greater impact on the Northbank residents, The Naval Store and the South Bank area around Container bow.

The Chamber is keen to ensure the voice of its members and local community is captured and incorporated throughout the community consultation process. This part is critical to the success of the project and ensuring the infrastructure is positioned well into Fremantle's future.

We are also keen to explore preservation of heritage options and better links down to Beach St, better planning for traffic and movement between our core local communities, and consideration for passengers, pedestrians and cyclists.

Wherever possible, the Chamber also requests that greater thought be given to the overall regional planning context, and in turn that the preservation of connection between our high profile and engaged local community centres of North Fremantle, the George St Precinct and the heart of Fremantle remain the absolute priority. The fabric of what makes these communities successful isn't easily replicated, or able to be artificially created, and preservation of their unique characteristics needs to be consistently front of mind.

The Chamber also encourages the creation of a local content policy by the Fremantle Bridges Alliance and encourages attendance at the Chamber's Local Procurement Day on 8 June to enable local marine, trade and service businesses attending to hear more about the opportunities that may arise from this project.

We look forward to seeing the outcomes of this stage of consultation.

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Dancia Quinlan', with a horizontal line extending to the right.

Dancia Quinlan  
Chief Executive Officer