

# Consultation Outcomes Report

## Causeway Pedestrian & Cyclist Bridges Project

### Alliance Contract No. 87/20

Causeway Link Alliance – Project Report Details	
Project Name	Causeway Pedestrian & Cyclist Bridge Project
Alliance Director	Peter Ricciardello
Project Review Date	DD-MM-YYYY
Reporting Period Reviewed	MM-YYYY
Date of Last Review	DD-MM-YYYY
Date of Document	08-07-2022
Project Report No.	XXX



## Control Page

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## EXECUTIVE SUMMARY

The Causeway Pedestrian and Cyclist Bridges Project (CPCB) is an opportunity to deliver a landmark pedestrian and cyclist connection across the Swan River that responds to the unique cultural and historic significance of the area, integrates with existing landscape and urban design, and provides an attractive link for both tourists and the wider community. Located 80-90m downstream of the existing Causeway, the new bridge will provide for safer access across the Swan River for both cyclists and pedestrians, independent of road traffic.

This report provides a summary of stakeholder consultation undertaken to date on the CPCB. Throughout different phases of the project, this consultation has been undertaken largely with key stakeholders from local and state government, and representatives of the Whadjuk Noongar community. Whilst no direct consultation with the broader public has been undertaken to date, numerous communications with the Perth and broader community have been shared by Main Roads as planning for the project has progressed.

At different phases of the project, consultation has been led by the Department of Transport with WSP Australia and ipv Delft, Main Roads WA and now the Causeway Link Alliance.

The Causeway Link Alliance intends to continue to build on this thorough engagement throughout the design and construction phases.

The project’s anticipated key milestones (subject to change) are:

Milestone	Delivery
Contract Award	April 2022 (completed)
Design (IFC)	May 2022 - May 2023
Services relocation	Oct 2022
Ground Improvements	Nov 2022
McCallum Park River Works Commence	June 2023
Works Complete	July 2024

## 1. CONSULTATION DURING PRE-FEASIBILITY PHASE

In early 2019, the Department of Transport (DoT) commissioned WSP and ipv Delft to explore innovative, cost-effective solutions for improving walking/cycling connectivity across Heirisson Island. Key design objectives included a desire to achieve an iconic design which values the area's natural and cultural heritage, while balancing the requirements of safety, functionality, accessibility, and cost. Working closely with key stakeholders, the two firms investigated a range of potential options.

### 1.1 Introduction meetings

A series of one-on-one meetings were undertaken with key project stakeholders to introduce the project, enabling stakeholders to highlight any potential constraints and opportunities. The following stakeholders were consulted at this stage:

- DoT Marine Safety Unit
- Department of Biodiversity, Conservation and Attractions (DBCA) including Swan River Trust
- Main Roads WA
- Town of Victoria Park
- City of Perth
- City of South Perth
- South West Aboriginal Land and Sea Council (SWALSC)
- State Heritage Office at Department of Planning, Lands and Heritage (DPLH)
- Burswood Park Board
- Office of Government Architect
- Water Corporation.

### 1.2 Stakeholder workshop 1

An initial stakeholder workshop was held on 28 May 2019, with the purpose of gathering input from stakeholders regarding key constraints, opportunities, and design criteria. In addition, stakeholders were also given the opportunity to provide feedback on various potential alignments and bridge types. Key themes tabled at this meeting included the need to respect the area's environmental and cultural heritage, achieving a minimalistic (yet iconic) design, as well as ensuring the proposed bridges remained "future proof" (in terms of both vertical clearance and anticipated walking/cycling demand). Representatives from the following stakeholders attended this workshop:

- Department of Transport (DoT) including Marine Safety
- Main Roads WA
- Department of Biodiversity, Conservation and Attractions (DBCA)
- City of Perth
- City of South Perth
- Town of Victoria Park
- WestCycle.

### 1.3 Noongar workshop 1

The first workshop with Traditional Custodians was held on 29 May 2019 and was facilitated by WSP's Technical Executive of Indigenous Design and Knowledge, Michael Hromek. The purpose of the workshop was to introduce a newly established Noongar Reference Group to the project and seek early input on possible bridge alignments, bridge types and potential design responses.

Eight representatives from Perth's Whadjuk-Noongar community were invited to participate in the workshop, with individuals chosen based on advice provided by SWALSC and WSP's Aboriginal Liaison Officer, Barbara Bynder. On the day of the workshop there were five participants in attendance.

Key themes tabled at this meeting included:

- minimising impacts on the Swan River (by using as few piers as possible);
- avoiding the upstream side of the island (due to its heritage sensitivity) and;
- using the project as an opportunity to get Heirisson Island "back to what it was" (through the removal of non-native trees and invasive weeds).

The Noongar Reference Group also supported the concept of using Aboriginal artwork and storytelling as potential future design responses.

#### 1.4 Stakeholder workshop 2

A second Stakeholder Workshop was held on 28 August 2019, with the purpose of gathering feedback on the five shortlisted designs. In general, the stakeholders present at this meeting agreed the *Tree Area Pylons* option was the most appropriate concept to be progressed to a pre-feasibility level of design. Locating the new alignment approximately 80-90m downstream of the existing bridge was considered suitable in terms of its ability to balance amenity, directness, and passive surveillance. By using two cable stay bridges, this option also enabled the number of piers in the Swan River to be minimised, addressing environmental and cultural heritage concerns. Following the workshop, attendees were given the opportunity to provide additional written feedback on behalf of their respective organisations. Representatives from the following stakeholders attended this workshop:

- Department of Transport (DoT) including Marine Safety
- Main Roads WA
- Department of Biodiversity, Conservation and Attractions (DBCA)
- City of Perth
- Town of Victoria Park
- WestCycle
- State Heritage Office at Department of Planning, Lands and Heritage (DPLH)
- Burswood Park Board
- Office of Government Architect.

#### 1.5 Noongar workshop 2

Noongar Workshop Two was held on 27 August 2019 with the purpose of presenting and consulting on five shortlisted concepts with the Noongar Reference Group in order to gauge consensus around bridge alignment, bridge types and suitable design responses. Six of the nine representatives invited from Perth's Whadjuk-Noongar community participated in this workshop, with individuals chosen based on advice provided by SWALSC and WSP's Aboriginal Liaison Officer, Karen Jacobs.

As per feedback from the stakeholder workshop, the Noongar Reference Group indicated their preference for the *Tree Area Pylons* option. There was general consensus that this alignment struck a suitable balance between providing a "natural experience" for bridges users, without overly impacting Heirisson Island. The Causeway alignment had support from one participant however the remainder of the group preferred the tree area alignment due to it being situated within a more peaceful natural bushland setting.

Figure 1: Shortlisted alignments. "Tree Area Alignment" was preferred.



In terms of bridge types, the cable stayed bridge options were well supported by the Noongar Reference Group. In addition, having relatively few piers (minimising impacts on the Swan River), was supported by representatives and there was also a view that the bridges would be suitable for incorporating Aboriginal artwork and architectural design elements.

## 2. CONSULTATION DURING TENDER PHASE

During the Request for Tender Phase of the project, which involved two shortlisted proponents, Main Roads convened a series of workshops with key stakeholders. Each workshop was held twice with the same stakeholders, once for each proponent. The workshops were held from July to October 2021. The workshops provided an opportunity for proponents to test their design approach and construction methodologies with key stakeholders, although limited feedback could be provided due to probity requirements.

Topic	Date	Stakeholder attendees
Planning and Further Investigations	15 July 2021	Proponent Main Roads
BDC Review and Alternative Proposals	4 August 2021	Proponent Main Roads Department of Transport Town of Victoria Park City of Perth Department of Biodiversity, Conservation and Attractions Office of the Government Architect
Bridge Design and Construction Extents Workshop	26 August 2021	Proponent Main Roads
Traditional Owners and Urban Landscaping and Design / Heritage Interpretation Workshop	1 September 2021	Proponent Main Roads Traditional Owner representatives Town of Victoria Park City of Perth Department of Biodiversity, Conservation and Attractions Office of the Government Architect
Construction Methodology Workshop	16 September 2021	Proponent Main Roads Department of Transport Department of Biodiversity, Conservation and Attractions
Stakeholder and Community Engagement / Quality Management Workshop	30 September 2021	Proponent Main Roads Office of the Government Architect
Performance Framework	6 October 2021	Proponent Main Roads
PAA Departures	14 October 2021	Proponent Main Roads State Solicitors Office

### 2.1 Workshops held with successful proponent during tender phase



### 3. MATAGARUP ELDERS GROUP ENGAGEMENT

The Alliance acknowledges that Main Roads has undertaken a significant amount of consultation with local Traditional Custodians and Noongar community members during both the Planning and RFP Phase. A key focus of the engagement to date has been to inform the design of the CPCB. Ensuring the project appropriately recognises the cultural heritage, history and stories of the Causeway and surrounding areas, with a view to creating a new benchmark for communicating with Traditional Custodians for Main Roads.

The Matagarup Elders Group (MEG) was established in late 2021, comprising 18 Whadjuk Noongar Traditional Custodians, recommended to Main Roads WA by Aboriginal Land Services Pty Ltd. Many of the members had previously been engaged in the project since 2019 and during the tender phase.

The MEG will underpin the consultation framework with Traditional Custodians during the detailed design and construction phases.

The purpose of the MEG is to provide a forum for representatives to:

- Advise on consultation and engagement, and heritage surveys required as part of regulatory approvals
- Provide cultural input into the urban and landscape design of the CPCB project
- Inform the implementation of the Aboriginal employment and business participation objectives for the CPCB project.

#### 3.1 Meeting #1

The first meeting of the MEG was held on 29 September 2021, convened by Main Roads. Members boarded ferries to view the site of the bridges from the Swan River, they shared stories and discussed points of interest. This introductory meeting included the discussion of meeting procedures and protocols, group name and membership – resulting in the establishment of the Group's Terms of Reference.

#### 3.2 Meeting #2

The second meeting of the MEG was held on 30 May 2022, convened by the Causeway Link Alliance. Following an introduction of the Alliance team and an overview of upcoming activities, this meeting focused on the bridge design. Key discussion points included:

- The significance of the site.
- Heritage interpretation into the final design.
- Importance of including women's stories into the design (especially those regarding historical figure Fanny Balbuk).

#### 3.3 Meeting #3

The third meeting of the MEG was held on 28 June 2022, convened by the Causeway Link Alliance. This meeting saw further discussion on the bridge design and construction including:

- An overview of the construction methodology and schedule.
- The design of the digging sticks as a feature on the bridges.
- The preceding archaeological assessment process.

## 4. EARLY STAKEHOLDER ENGAGEMENT BY THE ALLIANCE

On 29 April 2022, Main Roads appointed the Causeway Link Alliance (CLA) to design and construct the Causeway Pedestrian and Cyclist Bridges Project. The alliance comprises Civmec Construction and Engineering, Seymour Whyte Constructions and WSP.

Building on early engagement with key stakeholders, CLA has commenced further consultation to inform the design of the bridges as well as the urban realm and landscaping. This will support the project to create an innovative design that reflects and embeds Whadjuk Noongar culture, recognising the significance of Aboriginal heritage at Heirisson Island and the Swan River, whilst providing an improved path user experience that attracts the local community and visitors.

Since contract award, and as part of the Alliance's early and proactive approach to stakeholder engagement, CLA have commenced a series of meetings with key project stakeholders. The purpose is to provide an overview of the project, build relationships with stakeholders, seek feedback on design (bridge alignment, 15% design, DA approval process) and identify any key issues and opportunities.

The following stakeholders have been consulted at this stage:

- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Transport – Maritime
- Department of Transport – Urban Mobility
- City of Perth
- Town of Victoria Park
- Main Roads WA – Project Advisory Groups
- Office of Government Architect
- Matagarup Elders Group
- WA Recreational Water Sports Association
- Local businesses on Point Fraser:
  - Beaumont On The Point
  - About Bike Hire.

Early feedback has indicated that CLA's early design reflects the feedback stakeholders provided through pre-feasibility, planning and tender stage. Another key component of the engagement was to engage on the 'freeze' of the horizontal and vertical alignment of the proposed bridges.

The CLA team presented the program and design elements to stakeholders and the opportunity was given to provide feedback on the project and any issues which might impact the alignment of the bridges.

Consensus on the alignment by the Alliance and its stakeholders provides certainty as the Alliance progresses its design, and for early procurement of long lead items. Any changes to the alignment are sought to be captured within the pre-15% design phase, referred to as the Bridge Alignment Freeze.

Further details on the stakeholder consultation process to inform the Bridge Alignment Freeze can be found in the Causeway Bridge Alignment Freeze Report.

## 5. NEXT STEPS

As the Alliance continues to progress its design, the team continue to engage with key stakeholders, with the proposed establishment of an Alliance Stakeholder Reference Group. Membership will comprise of key stakeholders.

The Alliance will continue to engage the Group in the design process seeking feedback at 15% and 85%. Other design documentation to engage the Group in will include:

- bridge concepts and general arrangements;
- clearing footprint;
- revegetation and landscaping works design;
- urban design;
- public art; and
- shared paths and footpaths.