



# Additional documents

Finance, Policy, Operations  
and Legislation Committee

Wednesday 12 October 2022 - 6pm



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## **FPOL2210-3      PARKLET POLICY REVIEW**

### **Proposed amendment submitted by Mayor Hannah Fitzhardinge**

#### **Council:**

- 1. Endorse the proposed Parklet Policy as detailed in Attachment 1; as amended to:**
  - a. Remove the inclusion of High Street Mall from the excluded areas**
  - b. Clarify the boundaries of High Street in the excluded areas, to between:**
    - i. Little High Street and Market Street; and**
    - ii. Queen Street and Parry Street**
- 2. Approve to advertise the proposed Parklet Policy for public comment, for a two week period; and**
- 3. Request the feedback received be brought back to the next Council meeting for consideration, prior to final adoption of the policy.**

#### **Reason for amendment:**

High Street Mall is not actually a trafficable street with parking bays, it would not normally be expected to be subject to a parklet application. It is felt unnecessary and would be confusing to list this as an excluded area within the policy.



## FPOL2210-7 SWAN RIVER CROSSING – DESIGN ANALYSIS

### Proposed amendment submitted by Cr Jenny Archibald

#### Council:

1. Welcomes the opportunity to provide further comment on this major State Government project, noting the following advancements since the previous round of community consultation in 2021:
  - Re-alignment of the new road bridge to the western side of the current traffic bridge;
  - Integrated cycling facilities on the new road bridge;
  - Appointment of a placed-based design team within the Bridge Alliance to explore opportunities to integrate good urban design outcomes and ensure that the project delivers more than just replacement of a bridge structure;
- ~~2. Notes that the proposed removal of the intersection at Canning/Queen Victoria Streets is an innovative solution to simplifying the road engineering, coupled with a clear focus to better connect Cantonment Hill to the river and allow this important landscape to signal the 'gateway' into Fremantle;~~
2. Notes that the Fremantle Bridge Alliance's preferred proposal (the Beach St option) involves the removal of the intersection at Canning/Queen Victoria Streets as a solution to simplify the road engineering, coupled with a focus to connect the landscape of Cantonment Hill to the river;
- ~~3. Indicates its broad support for the latest design of the Swan River Crossing Project, as depicted in Attachment, subject to the following:~~
3. Acknowledges that there are outstanding issues to be clarified which are critical to the decision making of Council, and requests that the Alliance provide further information to support a more detailed assessment of the comparative functionality, benefits and impacts of options 1 and 3, and in particular:
  - a. TRAFFIC – detailed information, including traffic modelling, to be provided ~~to the community~~ that clearly shows existing and future traffic volumes and how the changes/redistribution within the network will be successfully managed ~~—based on a commitment that the 'new' Beach Street re-alignment is~~



~~designed (and will only operate) as one lane in either direction;~~ for each of these options and in particular:

- likely traffic flow on the proposed 'new' Beach Street re-alignment and details of how this will be is designed and operated as one-lane in each direction;
  - exploration of the potential to narrow the proposed Canning Hwy/Queen Victoria St intersection in Option 1 and improve pedestrian, recreational cyclist and disability access from Canning Highway to the foreshore.
  - articulate the ways in which vehicle access will be facilitated for residents and businesses in the Plympton Ward of East Fremantle and area of Fremantle immediately south of Cantonment Hill that ensures no loss of amenity.
- b. **PEDESTRIAN CROSSINGS** – that controlled pedestrian crossing points for Option 3 are provided across:
- Beach Street re-alignment, on the 'pedestrian desire line' from Cantonment Hill to the river (between East Street and new traffic bridge);
  - Queen Victoria Street, at the southern embankment, near the Naval Stores forecourt;
- c. **PUBLIC TRANSPORT** – that a plan is produced that demonstrates how bus users will transfer between services at this key location in the bus movement network with a high level of pedestrian safety and legibility and enabling east-north connections across the bus network;
- d. **CROSS-SECTIONS / CONTOUR MAPS** – provide detailed analysis of the proposed heights and levels of the options, including a review of the detailed horizontal geometry / alignment of Canning Highway to understand the impact of the proposed works on the limestone escarpment and explore options to retain the escarpment. For Option 1, provide contours and sections to demonstrate the changes in height along Canning Hwy from the intersection with Queen Victoria Street to East St, and in relation to the Naval Store and its forecourt.
- e. **ACCESS ROAD TO NAVAL STORE** – in the Case of Option 3, that for the opportunity for a slip-lane turning west off East Street (northbound) just prior to Canning Highway is explored, to create a new access road to the Naval Store forecourt;



**4. Seeks commitment for the following issues of importance to the Fremantle community:**

- a. CYCLING CONNECTIVITY** – further planning work is undertaken in consultation with the City of Fremantle to optimise a primary cycle route through to Fremantle Station forecourt;
- b. ARCHITECTURE** – further information to be provided to the community detailing how the architectural refinement of the project will ensure the quality of the design is commensurate with location and will not be a standard Main Roads extruded box-section bridge structure;
- c. FUTURE ASSETS AND LAND OWNERSHIP** – that a plan is prepared before design work is finalised that identifies land parcels and future assets that the State Government may request the City take ownership of, for discussion;
- d. REPLACEMENT OF 'HAIRPIN' TURN** – A feasibility study is conducted to explore the possibility of replacing the 'hairpin' turn between Beach Street and Queen Victoria Street with new intersections on the Burt Street alignment that reflect the urban grid of the city;
- ~~**f. LIMESTONE ESCARPMENT** – that a review is undertaken of the detailed horizontal geometry / alignment of Canning Highway with the intent to move the road slightly northward, to reduce the cutting/impact on the limestone escarpment;~~

~~**4.5.**~~ Acknowledges that **members of the Fremantle and East Fremantle community are seeking more comprehensive information on the options analysis process** ~~there are individuals and groups within the Fremantle community that are calling for greater involvement on various aspects of the design,~~ and therefore requests that the State Government considers the following process to improve local engagement:

- Establishes a staffed pop-up shop in Walyalup Koort to provide face-to-face consultation and project information; **particularly on the options analysis and the respective impacts of each;**
- Develops a plan, in consultation with the City of Fremantle, for the community to actively participate in the **design** process for the ~~main piece of~~ landscape and public realm design (between Cantonment Hill and the river);
- Commits to using the outputs of the community design process to shape the final landscape / place design for the southern landing area;



- 6. Provides the above feedback to the Fremantle Bridge Alliance and the State Government to assist with project development.**



## **FPOL2210-7 SWAN RIVER CROSSING – DESIGN ANALYSIS**

### **Proposed alternative recommendation submitted by Cr Doug Thompson**

#### **Council:**

- 1. Request further information to support a more detailed assessment of the comparative functionality, benefits and impacts of the three presented options including:**
  - a. TRAFFIC MODELLING of existing and future traffic volumes and how the changes/redistribution within the network will be managed for each of the three options including specifically:**
    - the design of the new' Beach Street re-alignment and how it will operate as one-lane in each direction;
    - consideration of a two-lane Canning Highway connection from East St to Queen Victoria St with left turn only from Canning Highway travelling west into QVS and left turn only into Canning Highway from QVS travelling south.
    - Community impact of closing the west/east section of the current Canning Highway from the bridge at Queen Victoria Street to the Stirling Bridge, given the lack of left turn into Canning Highway from the north along QVS.
  - b. PEDESTRIAN CROSSINGS – that controlled pedestrian crossing points are provided across:**
    - Beach Street re-alignment, on the 'pedestrian desire line' from Cantonment Hill to the river (between East Street and new traffic bridge);
    - Queen Victoria Street, at the southern embankment, near the Naval Stores forecourt;
  - c. PUBLIC TRANSPORT – that a plan is produced that demonstrates how bus users will transfer between services at this key location in the bus movement enabling east-north connections across the bus network;**
  - d. CROSS-SECTIONS – provide detailed analysis of the proposed heights and levels of the options, including a review of the detailed horizontal geometry / alignment of Canning Highway to understand the impact of the proposed works on the limestone escarpment and explore options to retain the escarpment.**





- e. **ACCESS ROAD TO NAVAL STORE** – that an option is investigated for a slip-lane / turn off East Street (northbound) just prior to Canning Highway, to create a new access road to the Naval Store forecourt;
2. **Request that further Planning work is undertaken in consultation with the City of Fremantle in relation to:**
- a. **CYCLING CONNECTIVITY** –to optimise a primary cycle route through to Fremantle Station forecourt;
  - c. **FUTURE ASSETS AND LAND OWNERSHIP** –that prior to finalisation of design work, land parcels and future assets that the State Government may request the City take ownership of are identified for discussion.
  - d. **REPLACEMENT OF 'HAIRPIN' TURN** – the feasibility of replacing the 'hairpin' turn between Beach Street and Queen Victoria Street with new intersections on the Burt Street alignment that reflects the urban grid of the city;
  - f. **ARCHITECTURE** –how the architectural refinement of the project will ensure the quality of the design is commensurate with the importance of the location.
3. **Provide the following commentary for inclusion in the officer report:**

*Welcomes the opportunity to provide further comment on this major State Government project, noting the following advancements since the previous round of community consultation in 2021:*

- *Re-alignment of the new road bridge to the western side of the current traffic bridge;*
- *Integrated cycling facilities on the new road bridge;*
- *Appointment of a place-based design team within the Bridge Alliance to explore opportunities to integrate good urban design outcomes and ensure that the project delivers more than just replacement of a bridge structure;*

*Notes that the Fremantle Bridge Alliance's preferred proposal (the Beach St option) involves the removal of the intersection at Canning/Queen Victoria Streets as a solution to simplify the road engineering, coupled with a focus to connect the landscape of Cantonment Hill to the river.*



***Notes that there are outstanding issues to be clarified which are critical to the decision making of Council, and specifically that members of the Fremantle and East Fremantle community are seeking more comprehensive information on the options analysis process.***