

Causeway Pedestrian and Cyclist Bridges Project



As part of the Perth City Deal, this project is jointly funded by the Australian (\$50 million) and Western Australian (\$50 million) governments.

Construction continues, preparing for the bridges

At McCallum Park (photo above) and Heirisson Island, ground improvement works including land piling are complete, which will ensure the stability and safety of the bridge approach embankments. The Causeway Link Alliance (the Alliance) are commencing construction of the bridge abutments, which consist of reinforced concrete pile caps and wall.

At Point Fraser we are replacing and relocating a large watermain before construction works can begin. We are also constructing a temporary diversion via slip lane on Riverside Drive, to enable safe access into our work site. Consequently, there will be path detours around Point Fraser until the end of December 2023.

Please always proceed with caution and adhere to signage throughout the area. We thank you for your patience and apologise in advance for any inconvenience. More details are available via the Main Roads website.

Marine works start soon

For the past seven months the Alliance has been undertaking preparatory works for the construction of the bridges across three sites: McCallum Park, Heirisson Island and Point Fraser. In November 2023, construction of the bridges will commence in the Derbal Yerrigan (Swan River). This will include piling, pylon installation and deck installation works. Construction will start in the southern channel (Victoria Park side of Heirisson Island), then in early 2024, proceed to the northern channel (Perth side of Heirisson Island).

The first step will involve constructing a temporary loadout facility (jetty) from the Project's McCallum Park site, which will be used to transport equipment and materials onto vessels and barges. Next, there will be piling in the river. Six piles are required for each of the three pylons (the two digging sticks and boomerang). In addition, temporary piles will be installed as temporary supports for bridge structures.

Next the bridge deck and pylons will be installed. The deck will be installed in 22 to 42m segments, which will be transported to the site by road from the Civmec workshop at Henderson. Each segment will be lifted into place by a crane. The final step will be to connect the cables to the bridge and pylons.

During construction, the northern channel, which is used by recreational and commercial vessels, will remain open for the duration of works with spotter vessels escorting river users through the work zone. There will be short windows of time when the channel will be closed, such as for several hours whilst lifting a pylon or bridge segment into place. These closures will be communicated well in advance.

For the safety of the public and construction workers, an exclusion boundary will be in place across the southern channel for the duration of works. This is not a gazetted navigational channel and only power boats and water sports vessels are usually allowed access. The Alliance has been engaging extensively with the WA Water Sports Association regarding this closure.

Work will be conducted within the hours of 7am to 7pm, Monday to Saturday and are anticipated to be completed in both river channels in Spring 2024.

Advance notice of these times will be communicated via the Department of Transport's [Notice to Mariners](#) and Main Roads website. We also encourage river users to subscribe to project updates to keep up to date on project works.

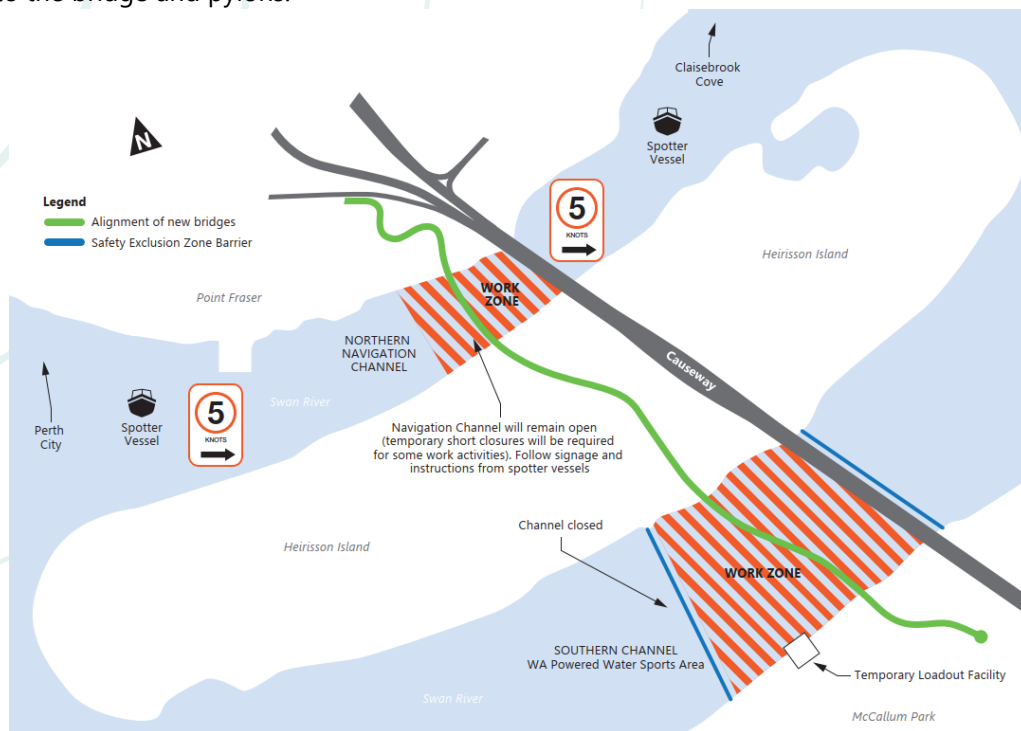


Figure 1 Preliminary map of marine works

Cultural Heritage Monitors

Aboriginal Cultural Monitors have been on site during all ground disturbance work at Matagarup (Heirisson Island). This ensures the identification of any items of Aboriginal Cultural Heritage, which may be uncovered during construction, are protected and managed. This could include places, sites, artefacts and human remains.

Justin Collard, one of the monitors on Matagarup (Heirisson Island) during ground disturbance works, sat down with the project's communications team to tell us about his role as a monitor.

Tell us about a day in the life of a monitor...

"The day starts early, get to site around 7am, have a coffee and talk with the guys before work. We wait for the guys to bring spoil ground [soil that has been moved or brought up from site] for us to inspect. We need to stay out of their way for safety. When inspecting, you need to be as meticulous as you can. I use a three-pronged hoe, spade and shovel, looking for anything that catches my eye."

Did you find any items of interest on Heirisson Island?

"I found blue metal, which looked like it could be shaped into a tool, it almost looked like a spear tip with three sides like a pyramid. I found it in the middle of a big bit of clay, it was about 6cm long. The archeologists went through it and had a look. Because I've been doing a lot of survey work at Rotto with my Dad, I know how to look for glass artefacts. In the past there were feuds in Perth where people killed each other with glass-tipped spears. Finding this item was pretty interesting."



Figure 2 Brett and Justin Collard monitoring on Matagarup (Heirisson Island)

Have you been a monitor on construction projects previously?

"This is my first time on a big construction project. I've done some work at Rottneest, Fremantle and around South Perth with my Dad before. For this project I've been on Matagarup for the drilling, coring... well lots of it. It's pretty interesting, I love doing it."

Why is Matagarup special to you and what connection do your family have to the area?

"Matagarup is like a stepping stone from one part of the river to another. A lot of people would have moved across there. On both edges Aboriginals used it as bush market gardens. It's pretty significant for us, where we gathered food."

"I appreciate being part of this project, it's gonna be great when it opens!"



Figure 3 Drone image of work site on Heirisson Island



Figure 4 Drone image of work site on Point Fraser

Public art update

The Project is commissioning a series of public artworks, which includes sculptural totems, a patterned pathway design and a series of wall-based artworks for the bridge abutments. An EOI was open for four weeks earlier in the year and Noongar artists have now been shortlisted for the 2D Art works.

The Alliance has been seeking expressions of interest for 3D sculptural artworks, from Noongar artists or Noongar artist-led teams. This art will consist of two large scale entry markers located at entry points to the bridge on McCallum Park and Point Fraser, and one central sculpture on Matagarup (Heirisson Island).

Sustainability targets

We acknowledge that the Swan River and Heirisson Island are very significant to the Traditional Custodians of the area and the wider Perth community. A comprehensive high-level sustainability target framework has been developed to manage our impacts on the local environment, address workforce diversity, resource efficiency and resilience to climate change.

The Alliance has considered sustainability topics relevant to the project and the United Nations Sustainability Development Goals (SDGs). These targets align with the Infrastructure Sustainability (IS) Ratings Scheme administered by the Infrastructure Sustainability Council (ISC).



We value your feedback

The Causeway Link Alliance values ongoing feedback about how we can best communicate with you about the project. All stakeholders and community members are invited to complete a survey to let us know how effective our communications are. The survey should take no more than five minutes.

[Click here to complete the survey](#)

Further information

If you have any questions, please contact 138 138 or email enquiries@mainroads.wa.gov.au

More information about this project is also available on the project webpage and you can also subscribe for updates: www.mainroads.wa.gov.au/causeway-path