



**Key components**

1. Provision (space for one new rail line)
2. Road bridge (four lanes)
3. Pedestrian and cyclist path to go under Queen Victoria Street, north of the northern abutment
4. Small section of existing Fremantle Traffic Bridge to be retained at southern abutment.

**Key considerations**

- Does not meet project objective regarding improved rail capacity
- Will require new traffic bridge to be higher from Tydeman Road, closing access to Swan Street and local businesses on Queen Victoria Street
- Cycling path standard not met (3 metres vs 6 metres)

|   |                             |   |                            |
|---|-----------------------------|---|----------------------------|
|  | Environmental consideration |  | Residential consideration  |
|  | Heritage consideration      |  | Rail alignment             |
|  | Port consideration          |  | Provisional rail alignment |
|  | Rail consideration          |  | Proposed road alignment    |
|  | Road consideration          |  | Proposed PSP alignment     |
|  | Navigation consideration    |  | Proposed road bridge       |
|   |                             |  | Provisional rail bridge    |

For illustrative purposes only



For illustrative purposes only

**Key components**

1. Tydeman Road bridges modification
2. Pedestrian and cyclist path to go under Queen Victoria Street, north of the northern abutment
3. One integrated road and rail bridge to include:
  1. Four road lanes
  2. Principal shared path for pedestrians and cyclists
  3. Two new rail lines
4. Existing Fremantle Traffic Bridge to be demolished

**Key considerations**

- Space – cannot build without demolishing traffic bridge/rail bridge first.
- Will require new traffic bridge to be higher from Tydeman Road, closing access to Swan Street and local businesses on Queen Victoria Street

|   |                             |   |                            |
|---|-----------------------------|---|----------------------------|
|  | Environmental consideration |  | Residential consideration  |
|  | Heritage consideration      |  | Proposed rail alignment    |
|  | Port consideration          |  | Proposed road alignment    |
|  | Rail consideration          |  | Proposed PSP alignment     |
|  | Road consideration          |  | Proposed integrated bridge |
|  | Navigation consideration    |  | Proposed rail bridge       |



For illustrative purposes only

**Key components**

1. Pedestrian and cyclist bridge to go under road north of the northern abutment
2. New rail bridge with two lines to the west of the existing rail bridge
3. Road bridge with four lanes and a pedestrian and cyclist (PSP) path.
4. Existing Fremantle Traffic Bridge to be demolished

**Key considerations**

- Design standards and grade requirements for new freight bridge – significant replacement of rail infrastructure leading to and from rail bridge.
- Closure of freight and passenger rail services during construction.
- Outside of rail reserve with impacts on Peter Hughes Drive, Gate 3 and port operations

|   |   |
|---|---|
|  Environmental consideration |  Residential consideration |
|  Heritage consideration      |  Proposed rail alignment   |
|  Port consideration          |  Proposed road alignment   |
|  Rail consideration          |  Proposed PSP alignment    |
|  Road consideration          |  Proposed road bridge      |
|  Navigation consideration    |  Proposed rail bridge      |



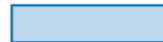
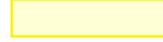
**Key components**

1. Tydemans Road bridge modification
2. Passenger rail bridge with two lines
3. Road bridge to include four traffic lanes and a six metre pedestrian and cycle path.
4. Existing Fremantle Traffic Bridge to be demolished (excluding heritage remnant)

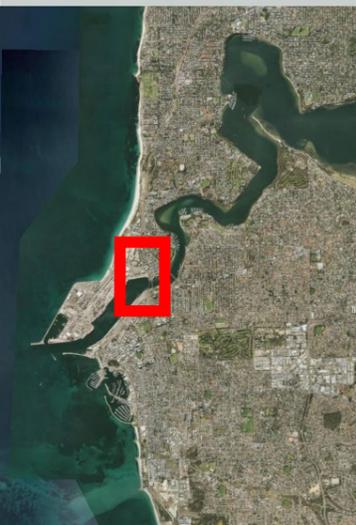
Dedicated freight line

**Key considerations**

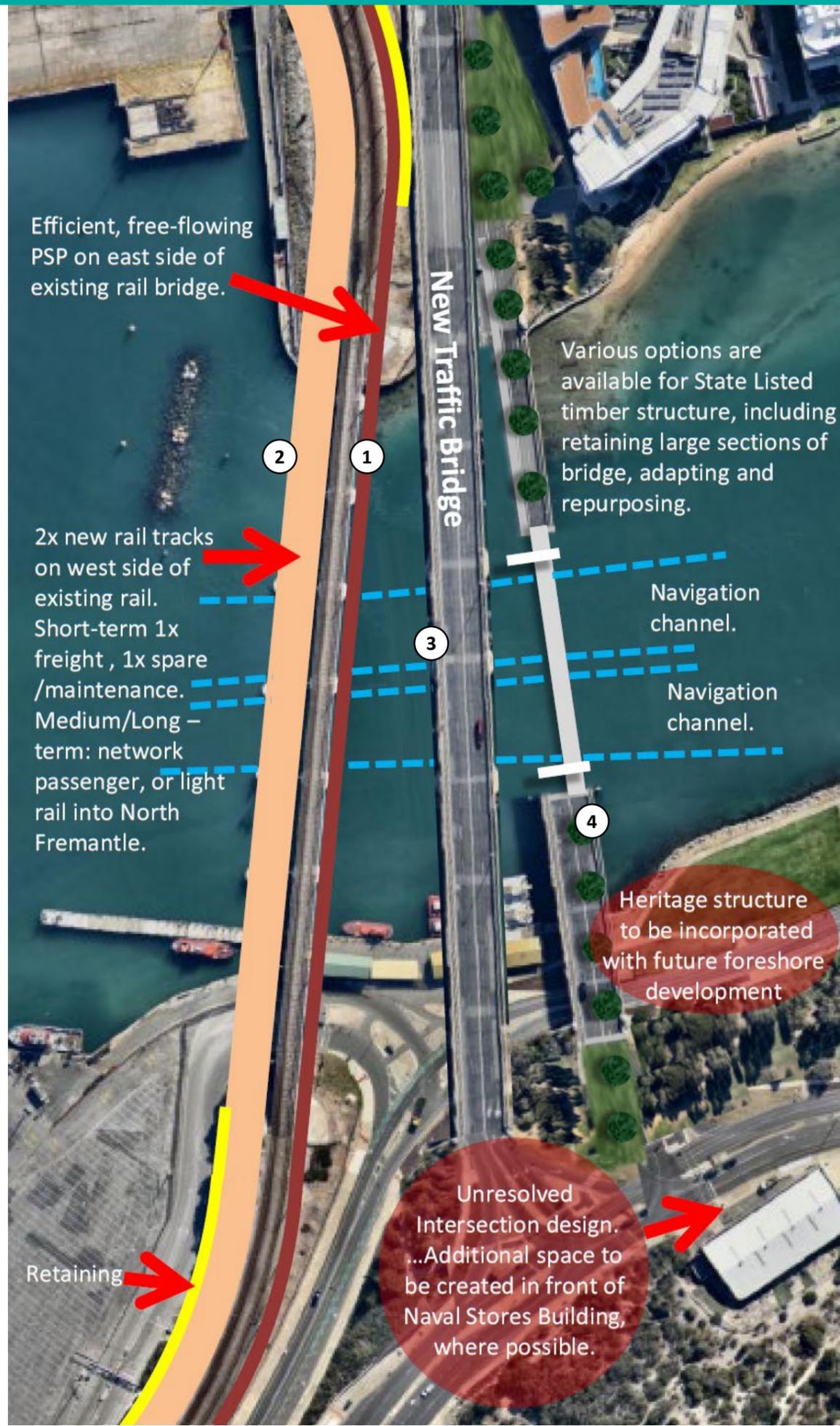
- Proximity to residential apartments on Northern shore

|   |   |
|---|---|
|  Environmental consideration |  Residential consideration |
|  Heritage consideration      |  Proposed rail alignment   |
|  Port consideration          |  Proposed road alignment   |
|  Rail consideration          |  Proposed PSP alignment    |
|  Road consideration          |  Proposed road bridge      |
|  Navigation consideration    |  Proposed rail bridge      |

For illustrative purposes only



## Option from City of Fremantle



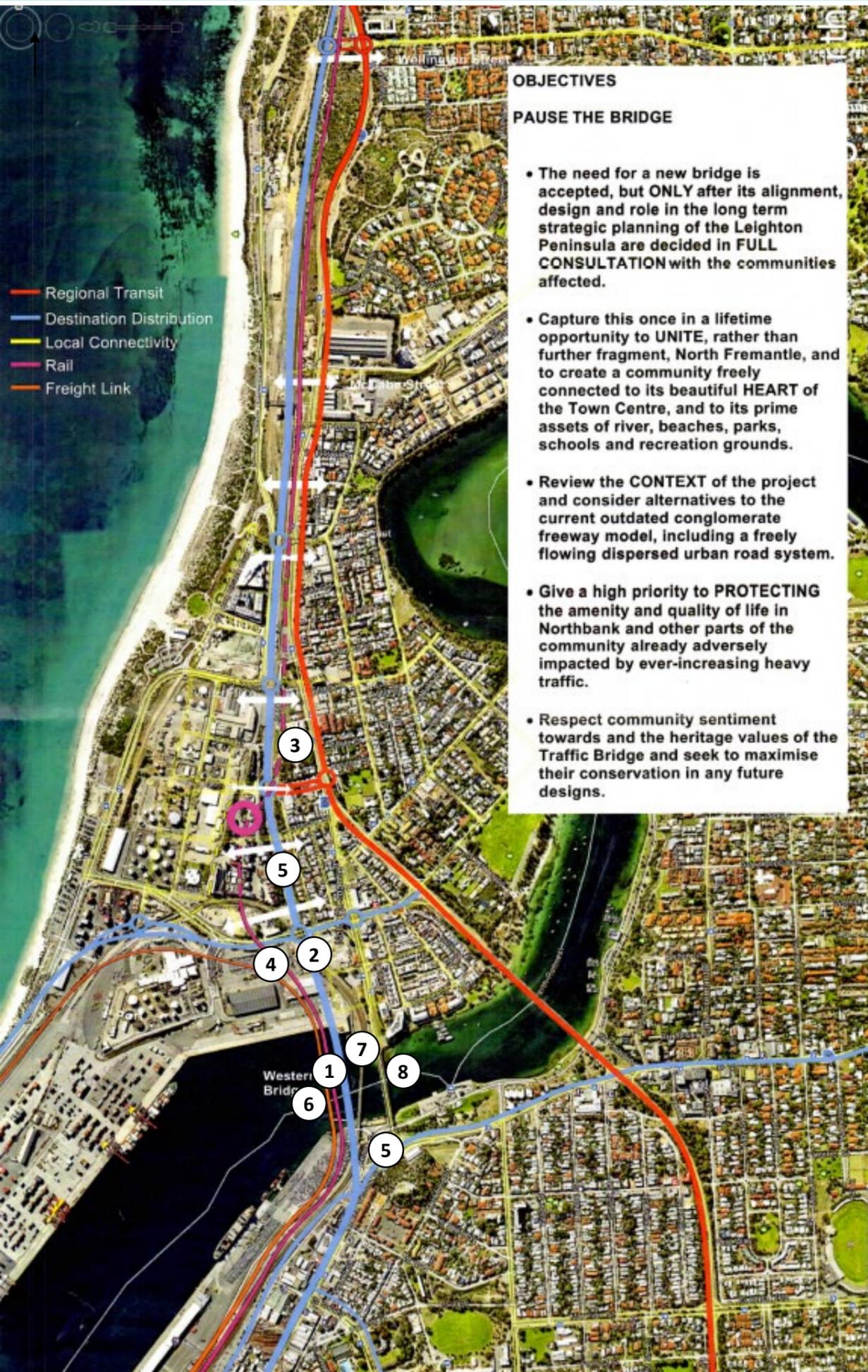
### Key components

1. PSP to run with rail alignment for maximum efficiency –connect to Beach Street
2. Rail bridge (2 lines)
3. Road bridge (4-lanes )
4. Heritage structure - integrated with public realm and foreshore development

### Key considerations

- Connects people on the east 'community' side of SRC
- Integration with old bridge structure.
- Efficient PSP route will encourage mode shift / cycling culture
- Pays proper respect to State Listed structure.
- Provides multiple options for re-use.
- Keeps / re-cycles tons of old timbers.
- Efficient PSPS.

*Note: Does not make a significant connection to Cantonment Hill – noting that the Hill and Swan river are highly significant Whadjuk Nyoongar sites.*



#### OBJECTIVES

##### PAUSE THE BRIDGE

- The need for a new bridge is accepted, but **ONLY** after its alignment, design and role in the long term strategic planning of the Leighton Peninsula are decided in **FULL CONSULTATION** with the communities affected.
- Capture this once in a lifetime opportunity to **UNITE**, rather than further fragment, North Fremantle, and to create a community freely connected to its beautiful **HEART** of the Town Centre, and to its prime assets of river, beaches, parks, schools and recreation grounds.
- Review the **CONTEXT** of the project and consider alternatives to the current outdated conglomerate freeway model, including a freely flowing dispersed urban road system.
- Give a high priority to **PROTECTING** the amenity and quality of life in Northbank and other parts of the community already adversely impacted by ever-increasing heavy traffic.
- Respect community sentiment towards and the heritage values of the Traffic Bridge and seek to maximise their conservation in any future designs.

#### Key components

1. Single/flexible/efficient transport crossing for existing and future needs: freight & passenger/road/PSP/pedestrian
2. Legible Curtin Avenue linkage directly into Fremantle (future)
3. Dispersed boulevard-style regional roads in harmony with urban environments, allows NF town centre to expand and connect to river and ocean foreshores
4. Can connect to existing transport routes but planned for future improved alignments
5. Future realignment options suit re-development: Curtin Avenue interface with Stirling Hwy; Tydeman Rd & freight rail into port; Queen Vic/Canning Hwy/ Beach St options
6. Crosses 300m of harbour: approx. 100m fill, single span over navigation channel 100-200m wide
7. Demolition of Fremantle Rail Bridge and removal of poor track alignments
8. Expanded and activated river foreshores make re-use of old bridge viable. Removal of Fremantle Traffic Bridge over navigation channels with optional footbridge