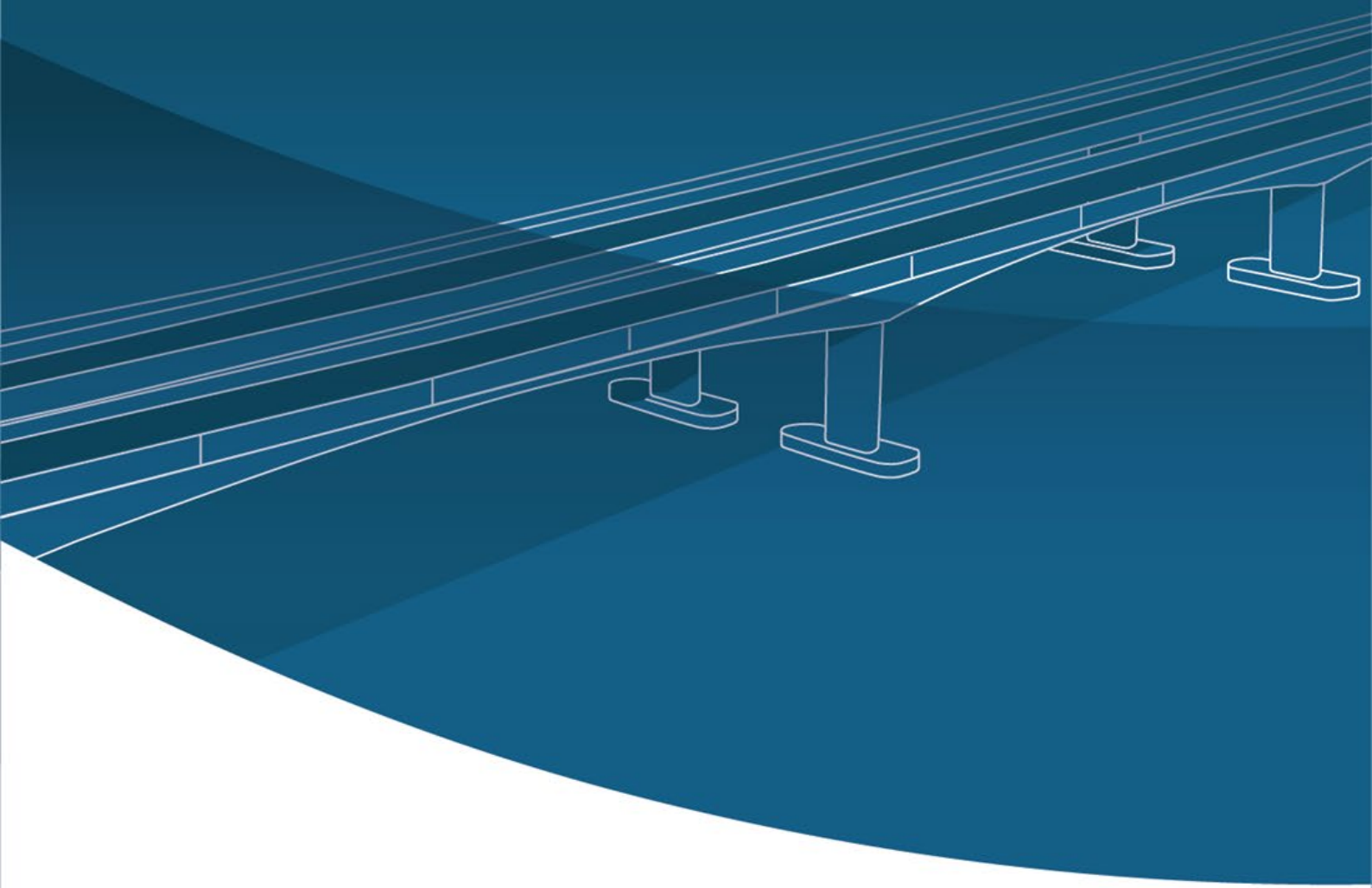
Engagement on Reference Design

New Bridgewater Bridge Project

January 2021



Australian Government

HOBART CITY DEAL

Tasmanian Government

Contents

1 Overview

1.1 About the Project

The New Bridgewater Bridge Project (the Project) is supported by a $576 million commitment from the Australian and Tasmanian Governments as part of the Hobart City Deal. This commitment represents the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will improve safety and reduce congestion for the thousands of people who travel across the bridge and on surrounding roads each day.

1.2 Purpose of consultation

The Project interacts with a number of communities and a range of environmental, cultural, historical, economic, and social interests. Key stakeholders include local communities within the project area, users of the road network, local councils, regulators and interest groups and industry and business representative groups. The Project's engagement with stakeholders aims to focus on building trust, gathering information about values, and encouraging public participation in the project development.

It is recognised that from time to time throughout this project, there will be a variety of views expressed by stakeholders. To assist in acknowledging and addressing these views, the Project is committed to providing clear and consistent information, and will continue to engage with stakeholders throughout the project.

This report summarises the communications and engagement activities undertaken as part of the engagement process on the Project's Reference Design, and provides a summary of key issues and concerns raised by the community and stakeholders, as well as the Project's response to feedback received.

1.3 Reference Design

Community and stakeholder feedback on the Project's Reference Design was actively sought between Monday, 19 October 2020 and Friday, 13 November 2020.

The Reference Design for the new Bridgewater Bridge was developed as an example of what may be built to achieve the Project's design requirements within budget.

The Reference Design aimed to give the community a realistic view of what the new bridge and interchanges might look like, and was developed:

- to seek feedback from the community and stakeholders on the overall project objectives
- to assist with the commencement of the planning approvals process and
- as a way of transferring feedback from the community to the Early Contractor Involvement (ECI) tenderers.

Information that was released to the community as part of the engagement process is included in **Appendix A**.

1.4 Overview of activities

The feedback summarised in this report was received online via the Project's official engagement channels, in writing (via email and feedback forms), the Project's Social PinPoint engagement portal and face-to-face via briefings and meetings with stakeholders.

Indirect feedback collected via other sources, such as comments or messages received via social media, online media articles, or comments made in passing were reviewed, but have not been formally considered.

1.5 Early Contractor Involvement process

The Tasmanian Government has elected to use a two-stage Early Contractor Involvement (ECI) procurement process to determine the final design for the new bridge.

A Request for Proposal was issued by the Department of State Growth at the end of August 2020 and four proposals were received.

CPB Contractors Pty Ltd and McConnell Dowell Constructors Pty Ltd were selected to enter a competitive design and tendering process, which started in December 2020.

During this stage, tenderers are working collaboratively with the Department of State Growth to refine and develop their individual tenders for the design and construction of the Project based on the Project Scope and Technical Requirements.

Involving contractors in the early stages of the project design allows for closer involvement in the development of designs, providing opportunities for industry innovation and construction efficiencies. The successful tenderer will then be awarded a fixed sum Design and Construct contract at the end of this stage of the Project.

After the contact is awarded, the Contactor will, with oversight from the Tasmanian Government, be responsible for ongoing engagement with stakeholders in relation to the design and construction of the project.

2 How we asked

The following section provides details about the way the Project engaged with the community to seek feedback on the Reference Design, and how the opportunities to provide feedback were promoted.

2.1 Online engagement

The size and scale of the Project in a Tasmanian context presented a unique opportunity to use innovative online engagement tools to supplement traditional consultation methods generally used by the Department.

Given the interest in this Project from the broader Tasmanian community, it was recommended that online engagement be promoted as the preferred method for stakeholders to provide feedback and comments on the Reference Design. Online engagement was strongly recommended due to COVID-19 limitations that were in place when engagement occurred.

Online engagement allowed for a greater reach, particularly in communities where people may not have the time or confidence to attend public community events. It also provided people who may not traditionally participate in local engagement methods with the opportunity to provide their feedback and comments anonymously.

2.1.1 Project webpage

Participants were directed to the Department's Transport website, which included a link to the Social Pinpoint engagement portal, as well as general project information and Reference Design plans.

2.1.2 Social Pinpoint

Three Social Pinpoint tools were used for the New Bridgewater Bridge Project – a Landing Page, an Ideas Wall, and an Interactive Map.

The Social Pinpoint tools used were accessible on both desktop and mobile devices, and while participants were required to provide an email address to comment, they were otherwise able to remain anonymous.

The Ideas Wall and Interactive Map were closed for comment at the end of the formal consultation period, but are still available for viewing online.

The Project's Landing Page was created to allow a centralised point for all consultation methods and included:

- general project information
- an embedded fly-through animation
- direct links to the Ideas Wall and Interactive Map
- information about the drop-in sessions and
- general information about the process.

The Ideas Wall was established to provide a centralised portal for users to ask questions and make comments that weren't related to the Reference Design.

The Interactive Map allowed the Reference Design to be presented over an orthographic background of the project area, allowing users to see the proposed design and compare it to the existing infrastructure. Important elements of the design were highlighted using information markers.

Participants were able to comment on the information markers to provide their feedback and comments on the design or could provide their feedback and comments by dropping a comment marker onto the map.

2.2 Face-to-face engagement

Details on the face-to-face engagement methods are outlined in the following sections.

2.2.1 Face-to-face discussions

The Project Team briefed several key stakeholders, including the three local councils, regulators and Government agencies, as well as directly impacted landowners.

2.2.2 Community drop-in sessions

Two community drop-in sessions were held during the consultation period at the Brighton Civic Centre on Wednesday, 28 October 2020. These sessions were advertised online and in *The Mercury* newspaper, the *Brighton Community News*, the *Derwent Valley Gazette*, and the *Glenorchy Gazette*.

These sessions were attended by 48 people.

2.3 Promotional material

A variety of materials were used to promote the consultation period. These methods are summarised in the following sections.

2.3.1 Email newsletter

An electronic newsletter was sent to 121 stakeholders, including stakeholders who had subscribed to receive updates via the Project's webpage.

2.3.2 Project update to local area

A project update, including information about the feedback process, was issued to all residents and property owners in Bridgewater and Granton at the start of the feedback period.

2.3.3 Public notices

Throughout the feedback period, a series of public notices were published in *The Mercury* newspaper, the *Brighton Community News*, the *Derwent Valley Gazette*, and the *Glenorchy Gazette* promoting the opportunity to view the Reference Design and provide feedback and comment.

2.3.4 Social media

The Department's Facebook page, RoadsTas, was utilised throughout the feedback period, and three posts were published.

3 Who we heard from

3.1 Overview

During this phase of the Project, we received:

- more than 2 500 visits to the Project's Interactive Map, including 162 comments
- 40 comments on the Project's Ideas Wall (also known as the Question and Comment Portal)
- 18 submissions via emails
- 11 hard-copy feedback forms
- four formal submissions.

3.2 Social Pinpoint

Key

Total visits: The total number of visits to your project site

Unique users: The total number of unique people viewing your site (generally determined by using the same browser)

Average time: The average time people are spending on the site viewing and interacting with the Project

Unique stakeholders: The number of people who are interacting with the site (adding comments / answering surveys)

Comments: The total number of comments on the site

Survey responses: The total number of survey responses on the site

Landing Page and Ideas Wall (Question and Comment Portal)

Total visits	Unique users	Avg time (min)	Unique stakeholders	Comments	Survey responses
4 980	1 881	0:48	28	40	1

Interactive Map

Total visits	Unique users	Avg time (min)	Unique stakeholders	Comments	Survey responses
2 573	1 001	2:32	93	162	0

Each element of Social PinPoint is listed below:

Landing Page – www.stategrowthtas.mysocialpinpoint.com/newbridgewaterbridge

Ideas Wall – www.stategrowthtas.mysocialpinpoint.com/newbridgewaterbridge/ideas

Interactive Map – www.stategrowthtas.mysocialpinpoint.com/nbbinteractivemap

4 What we heard

The following section provides details of the feedback received from key stakeholders and the community.

4.1 Key themes

The table below provides a summary of the key issues raised by the community during the feedback period. It also provides a sample of comments received, as well as the Project's response to the feedback received.

Key themes and issues	Sample of what we heard	How we are responding
Local connectivity around Boyer Road and Old Main Road, Bridgewater There were a number of comments expressing concern about an increase in traffic on Boyer Road and Old Main Road as a result of the new highway ramps. There was also a request for the intersection of Boyer Road and Old Main road to be grade separated. A number of people commented that the Reference Design didn't include south bound ramps onto the Midland Highway.	*"Trucks coming from Boyer Road into Old Main Rd need to do a right angle sharp turn. This needs to be sorted."* *"Needs an easier way to head to Hobart from Boyer Road and Bridgewater rather then send more traffic to the East Derwent Highway and the existing roundabouts (which don't appear to have any planned upgrades). Coming from Boyer Road will be a nightmare and it looks like a long way from Gunn/Eddington Streets to head over the river."*	These comments have been passed onto the ECI tenderers to consider as they further develop their designs. The project must provide access to vehicles travelling to and from Boyer Road and Old Main Road. Local road accesses on and off the Midland Highway needs to be safe and efficient, recognising the higher volumes and higher speeds operating within this highway environment.

	"Traffic from Boyer Rd will have difficulty merging if wanting to go south especially at PM peak as the merge distance to get into the right hand lane is only 200m from the existing roundabout and majority of Boyer Rd traffic heads south." *"As residents in Old Main Road, we are concerned about visual and noise impacts of the proposed new ramps."*	The project will provide significant travel time savings through reduced congestion and faster travel speeds on the Brooker Highway and Midland Highway, offsetting some additional travel time required for the alternative access arrangements provided for Boyer Road and Old Main Road. The grade separation of the intersection of Boyer Road and Old Main Road is outside the scope of the project. The project team will continue to work with local residents throughout the next phase of the project to manage potential impacts.

Connections to and from Black Snake Road, Granton There were concerns from residents in Black Snake Road and Dickenson Drive about north bound traffic travelling from Black Snake Road through the new roundabout and onto the Brooker Highway having to give way to traffic travelling to Main Road, Granton and Lyell Highway. A number of people commented about the potential increase in heavy vehicle noise expected in the area as vehicles apply their engine brakes when travelling through the Black Snake Road roundabout and onto the Lyell Highway. There were requests for a slip lane from Black Snake Road onto the Lyell Highway to be included in the final design. There were also a number of comments about the visual and noise impacts of the new bridge on residents in Black Snake Road and Dickenson Drive.	*"One suggestion for improvement for this particular access would be to make the new road linking Black Snake Road roundabout (towards New Norfolk) into a two way route providing more direct access for drivers from Lyell Highway to the new northbound highway lanes. This would also mean only one roundabout and a shorter route to negotiate. An even better option would be to also provide grade separation at Black Snake Road for this Lyell Highway link road in both directions."* *"Why not make this slip lane from Black Snake Road straight off the highway instead of going through a roundabout? This would allow for the large volume of traffic that does use the Lyell Highway a smoother and quicker route."*	These comments have been passed onto the ECI tenderers to consider as they further develop their designs. The project needs to include the grade separation of the Brooker and Midland highways from the Lyell Highway junction. The Reference Design also includes grade separation of Black Snake Road at Granton. An alternative design could be proposed that addresses this connection without the need for grade separation. The provision of roundabouts on either side of the Brooker Highway at Granton, as shown in the Reference Design, enables the multiple travel routes required to efficiently accommodate both Lyell Highway traffic and local traffic movements. Alternative options will be explored by the ECI tenderers to determine the most efficient 'value for money' design options affordable within budget. The Department is undertaking noise modelling in Granton and Bridgewater and eligibility for noise mitigation will be assessed in line with the *Tasmanian State Road Traffic Noise Management Guidelines*.

East Derwent Highway roundabout Comments were received about a potential increase in traffic using the East Derwent Highway roundabout to travel south. Nearby residents expressed concerns that an accident at the roundabout would prevent local traffic from accessing the bridge. There were a number of requests for the grade separation of the roundabout to be included as part of the project.	*"This roundabout is going to be so busy as all Bridgewater traffic to Hobart HAS to use this roundabout. I agree, bypass this roundabout which will free up traffic coming from the East Derwent Highway."* *"Traffic from Boyer Rd will have difficulty merging if wanting to go south especially at PM peak as the merge distance to get into the right hand lane is only 200m from the existing roundabout and majority of Boyer Rd traffic heads south."* *"In the reference design, southbound travellers will need to either drive up Old Main Road or travel through the local Bridgewater street network to get to the East Derwent Highway roundabout to travel south. This will result in slower travel times for a number of people living along Boyer Road and in Bridgewater. This is not a desirable outcome for the community."*	The project will include four lanes of traffic travelling into and out of the East Derwent Highway roundabout. The grade separation of the East Derwent Highway roundabout is outside the scope of the project. The Department is undertaking an assessment of the increase in vehicle movements at the roundabout and the outcomes of this assessment will be passed onto the ECI tenderers to consider as they further develop their designs

Connections to and from Lyell Highway, Granton A number of comments were received from people concerned that the links between the Lyell, Brooker and Midland highways are complicated and likely to cause confusion, delays and traffic bottlenecks. People suggested that traffic movements could be simplified using slip roads. There were also concerns around the complexity of the access to the bridge from the Lyell Highway and around the extension of the Lyell Highway onto Main Road, Granton, in front of the heritage listed Black Snake Inn. There were requests for the Lyell Highway traffic to run straight on and off the Brooker Highway and for more direct connections between the new highway and local roads.	*"There is a considerable amount of traffic that goes to New Norfolk. I would like to see a better flow onto and off the Lyell Highway. I don't understand why we have to go through a roundabout still. I'm concerned there will still be traffic backup."* *"So traffic from the Lyell Highway that wants to go across the bridge will have to go under the bridge, through a roundabout, under the outlet via Black Snake Road, round another roundabout, then join onto the outlet road via the small merge than that is part of the problem now, rather than have a merge lane".* *"Pedestrians and cyclists need to cross new Lyell Highway (Main Road) to continue journey."* *"The reference design shows the new highway sweeping past the Derwent Valley connection appearing to ignore the fact that the intersection between the Brooker Highway and the Lyell Highway is the main gateway to the Derwent Valley, Central Highlands, west coast and south west Tasmania".*	This information has been provided to the ECI tenderers as they further develop their designs. The project needs to include the grade separation of the Brooker and Midland Highways from the Lyell Highway junction and Black Snake Road at Granton. The provision of roundabouts on either side of the Brooker Highway at Granton, as shown in the Reference Design, enables the multiple travel routes required to efficiently accommodate both Lyell Highway traffic and local traffic movements. Alternative options will be explored by the ECI tenderers to determine the most efficient 'value for money' design options affordable within budget.

Connections to and from Gunn Street and Hayton Place, Bridgewater Residents in Gunn Street and Hayton Place provided comments about the removal of access from Gunn Street directly onto the bridge. There were a number of comments about local residents having to travel north on the Midland Highway and use the East Derwent Highway roundabout to be able to travel south over the bridge. There were also questions about the height of the new road and bridge and whether there will be a detrimental visual impact to residents in Hayton Place and Gunn Street. A number of comments were also received about the lack of pedestrian access across the Midland Highway, where there is currently a pedestrian overpass.	*"My concern is that I will have to travel more than a kilometre to get home when coming off the bridge (northbound)".* *"Needs an easier way to head to Hobart from Boyer Road and Bridgewater rather then send more traffic to the East Derwent Highway and the existing roundabouts (which don't appear to have any planned upgrades). Coming from Boyer Road will be a nightmare and it looks like a long way from Gunn/Eddington Streets to head over the river. This is just going to create a problem further up the road."*	This information has been passed onto the ECI tenderers as they further develop their designs. Local road accesses on and off the Midland Highway need to be safe and efficient, recognising the higher volumes and higher speeds operating within this highway environment. The project will provide significant travel time savings through reduced congestion and faster travel speeds on the Brooker Highway and Midland Highway, offsetting some additional travel time required for the alternative access arrangements provided for local roads. Pedestrian access across the Midland Highway will be via an underpass at Gunn Street.
Speed limit There was a strong desire from the community for the speed limit on the new bridge to be higher than 80km/h.	*"The speed limit should be at least 100 km/h."* *"As a Federal road surely this should have speed limit of 110 like the Midland Highway or the Eastern outlet to the airport."* *"The design speed should be at least 110km/h. This bridge will be in place for 50-100 years and will become a bottleneck into the future as traffic volumes grow if traffic is forced to slow across the bridge."*	The Project must include a minimum design speed of 80km/h. This won't preclude the contractor from designing a bridge with a speed limit higher than 80km/h if it fits within the current budget and adequately addresses increased safety and noise issues. Higher travel speeds require wider curves and shallower grade changes to provide equivalent

		levels of safety. They also generally generate greater noise levels. The ECI tenderers are not precluded from designing a bridge with a speed limit of higher than 80km/h if it fits within the project budget and adequately addresses noise and safety issues.
Noise and heavy vehicles A number of Granton residents expressed concerns that there will be an increase in heavy vehicle noise as vehicles apply engine brakes when travelling through the new Black Snake Road roundabout to access the Lyell Highway. A number of people requested a single on-ramp from the Brooker Highway to the Lyell Highway be included to reduce the need for heavy vehicles to travel through the roundabout.	*"As a Granton resident I am concerned with the increased traffic noise this roundabout will cause. All vehicles heading to the Lyell Hwy will need to break going into the roundabout. We were hoping the new design would reduce the traffic noise not increase."* *"The current reference design for the Lyell Highway interchange will see major congestion and a dramatic increase in noise for all properties in the vicinity of Black Snake Lane and Main Road, Granton".*	This information has been provided to the ECI tenderers as they further develop their designs. The provision of roundabouts on either side of the Brooker Highway at Granton, as illustrated in the Reference Design, enables the multiple travel routes required to efficiently accommodate both Lyell Highway traffic and local traffic movements. Alternative options will be explored by the ECI tenderers to determine the most efficient 'value for money' design options affordable within budget. The Department is undertaking noise modelling in Granton and Bridgewater and eligibility for noise mitigation will be assessed in line with the *Tasmanian State Road Traffic Noise Management Guidelines.*

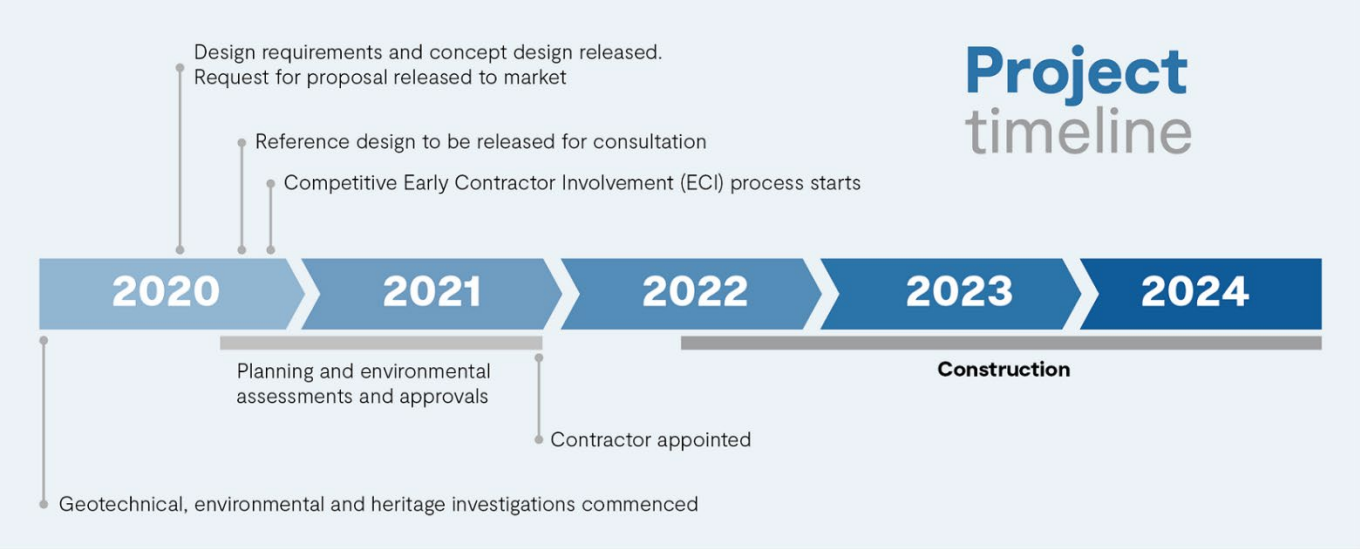
Environment and heritage There was feedback from the community about people's connection to the heritage aspects of the existing Bridgewater Bridge with a desire to see it retained and maintained, either on site or in another location. Some people expressed concern about what precautions would be put in place to protect bird life in the area and whether funding is available to restore any disruption.	*"I agree that the old bridge should be removed so that the river can be opened up to river transport without the inconvenience of the old lifting span having to be opened every time boats are going up or down the river. May be one day we might see commuter ferry on the river between Hobart And New Norfolk as well as tourist boats heading to New Norfolk for the day. The old lifting span could be moved to the unused land between the old rail line and the river bank for people to look at."* *"What precautions are being taken to conserve the black swan and other bird species' nesting and feeding grounds on both the upstream and downstream sides of the existing site".*	The River Derwent crossing at Bridgewater is an area with important historic cultural heritage sites and values. It is important that the project ensures the historic heritage values of the area are managed in a sustainable way throughout planning and construction of the new bridge. The existing bridge is the fourth to be built at this site, and is reaching the end of its useable life. The bridge no longer meets contemporary loading and design standards, and its age and vertical lift span make it unreliable and expensive to maintain. The Reference Design for the project shows a design that requires the removal of the existing bridge. Removing the existing bridge will mean less ongoing and costly maintenance and will minimise disruption to the community in the long-term. The Department is working closely with BirdLife Tasmania to develop suitable criteria for the bird studies necessary to inform the development of the Major Project Impact Statement. The Department has also undertaken bird surveys within, or nearby to, the project area across several seasons. The results of these studies have

		been provided to the ECI Tenderers as they continue to develop their designs for the project.
Existing causeway Some of the feedback provided requested either the removal of the existing causeway, or ensuring the causeway isn't included as part of the new structure.	*"Remove the causeway, let the river run free."* *"Why does the Bridgewater crossing need to be a bridge? A reinforced causeway (piled) plus a pre case tunnel sink in place at the comparatively short water crossing would be much cheaper and easily accommodate multiple road lanes plus rail".* *"The new bridge needs to be built as a single 4-lane bridge separate from the existing bridge and causeway".*	The River Derwent crossing at Bridgewater is rich in history, dating back to the 1830s, when the causeway was built. The causeway is on the Tasmanian Heritage Register and will be retained as part of this project. The Reference Design proposes using the causeway to support a section of the two north bound lanes of the Midland Highway. This is on the understanding it may be more cost-effective than building all four new lanes on a new alignment over the water. A range of alternative options will be explored by the ECI tenderers to determine the most efficient 'value for money' design options affordable within budget.
Public and active transport Concerns were expressed that the Reference Design doesn't include bus stops. People were also concerned that pedestrian and cycle routes won't connect with public transport services. There were a number of requests for 'Park and Ride' facilities to be developed in Granton and Bridgewater.	*"During construction, a large depot will need to be established by the contractors, which may include levelling and a hardstand. There is a fantastic opportunity for this depot to be converted to a park and ride facility when the project is complete and this should be kept in mind when selecting an appropriate site. This should be considered in the context of the pedestrian – cycle upgrades too."*	Pedestrian and cycling facilities have been given a high priority, and the new bridge will include a three metre wide shared path for cyclists and pedestrians. Including 'Park and Ride' facilities is outside the scope of the project. The Department is working closely with local councils and public transport operators to identify

A number of people commented on the fact that the shared path doesn't cater for pedestrians and cyclists separately. There were concerns that the connections between the shared path and the existing network appear to be poor and may lead to more crashes involving cyclists	*"As a cyclist, Old Main Road is a pretty safe little detour to take when heading from the bridge northbound. I hope access will still be there for this. As it stands, riding from the bridge (Granton end) to the Brighton industrial estate can be a little hairy at times, so I hope the new plans try and keep cyclists separated from traffic as much as possible. Where does the shared path on the bridge start and end? This is a fairly popular route for cyclists heading towards Brighton etc."* *"Upgrades and improvements to local roads and significantly improving the pedestrian/cycle linkages in the surrounding area is critical for our community".*	long-term needs for public and active transport in the area.
Navigation height Some requests were received for the navigation height to be reduced as a cost saving measure. Other people questioned whether river vessels were being given priority over rail, with some concerns that the information presented didn't include enough evidence to suggest why a 16 metre navigation height is appropriate.	*"It is fair to question the need for the approx 16 metre height clearance (as per Bowen Bridge) in the context of constraining construction costs to a tight budget. After all, demand for higher clearance vessels to pass through is very limited."* *"Bridge height not needed, only needs to be 12 metres."*	River navigation has been given a high priority with the navigation height of the new bridge to be consistent with the Bowen Bridge. While ease of navigation will be improved by the new bridge, there is likely to be some disruption to navigation during the construction period. Including rail infrastructure on the new bridge is outside the scope of the project.

Rail There is a strong desire from the community reflected in the feedback received for the rail line from Hobart to Brighton to be retained. The feedback from the community showed an assumption that removing the existing bridge would preclude the future use of the rail corridor.	*"The removal of the existing Bridgewater Bridge without replacing the rail component increases the barriers to the provision of light rail".* *"I'm strongly of the opinion that a new and modern rail crossing should at least be planned and allowed for in the new Bridgewater Bridge project".* *"The current bridge must be retained for future rail services".* *"Rail access must be provided, or be able to be added to the new bridge easily in the future".*	Including rail infrastructure on the new bridge is outside the scope of the project and is not possible within the funding available. Providing for rail is not as simple as attaching an additional structure onto the side of the new bridge for railway tracks. Trains require an alignment with shallower slopes, wider curves and different load capacities than roads built for cars and trucks. The Reference Design for the new bridge doesn't preclude the future use of the existing rail corridor on the causeway. The rail line on the existing bridge has been non-operational since the Brighton Transport Hub opened in 2014. While a bridge with a lifting span or swing span would be unsuitable for the national highway that should provide for continuous traffic flow, it may be one of the options considered for a rail bridge if it is required in the future to span the distance between the end of the end of the causeway and Bridgewater.

5 Current status



The Project is on schedule with the above timeline, with the Competitive Early Contractor Involvement (ECI) process commencing in early December 2020.

The Department of State Growth will continue to engage with people who live, work and travel through Bridgewater and Granton as the Project progresses.

5.1 Next steps

A detailed report has been provided to the two ECI tenderers, outlining all feedback received on the Reference Design presented to the community and stakeholders, so that tenderers may consider feedback when developing and evaluating their design solution options.

Final design options will be presented to the community for feedback and comment prior to the start of construction in 2022.

6 Appendices

Appendix A – Reference Design communications material

Link to Reference Design

Link to Reference Design and Cycle Paths

Link to Reference Design Travel Routes

Department of State Growth

New Bridgewater Bridge Project

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