

Conducted on behalf of



# Consultation Report South Beach Universal Access March 2013

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## 1 Executive Summary

In July 2012, the Fremantle Sailing Club approached the City of Fremantle about the possibility of a project designed to improve safety and access to the water off South Beach for the following members of the community:

- Junior sailing club members (dinghy sailors)
- Kayakers and users of other hand propelled water crafts
- People with a disability and others requiring easier access into the water (also known as universal access)

The project was not a formal proposal and at the September 2012 council meeting, council resolved to assist the sailing club by conducting a preliminary engagement with the community to better understand the community's feelings towards a project of this nature.

This consultation has been conducted by the City of Fremantle, with Aha! Consulting working in an advisory capacity and providing the independent analysis and report. The Fremantle Sailing Club was being consulted in the lead up to consultation to ensure the proposal was presented accurately.

There was a significant and unexpectedly large response to this process with 942 people providing some comment, either through the survey or face-to-face interviews. Based on a total City of Fremantle population of 28,584<sup>1</sup> this response rate gives a statistical validity of 99.7% confidence. This means, statistically speaking, there is a 99.7% chance that should this survey be taken again with another random sample of residents within the city, you would get the same results.

Given the media attention part way through the project, the analysis has been broken down into overall commentary and a comparison between responses given face-to-face and online before and after the media coverage.

### 1.1 Overall themes

- There is a lack of support for the proposal in its current state with 50% opposing the proposal outright and an additional 15% that oppose it but are willing to look at alternatives.
- In other questions respondents express high levels of concern and interest as well as low levels of support for the proposal.
- There was more support for universal access but respondents questioned if this was the best location (further south); some were concerned the universal access is being used as a 'teaser' for the sailing club to get what they want and felt affronted by feeling like they had to choose between allowing both sailing club access and universal access or neither.
- The access for kayakers and other paddle crafts was less of a concern, to the degree where some kayakers questioned if they needed a facility like this at all.
- Overall males seemed to be more supportive of the proposal than females.

<sup>1</sup> <http://profile.id.com.au/fremantle/home>



- Respondents agreed that disability access and young sailors access was important, but this proposal does either not meet this objective or other locations might better meet the stated objectives of the initiative. The following design objectives were considered the most important:
  - Providing direct access to the water off South Beach for swimmers with a disability or limited mobility
  - A structure minimal in size and bulk
  - Design needs to integrate with the existing surrounds
  - Design should avoid interfacing with current users' enjoyment of South Beach
- Respondents felt that the design failed to meet the following objectives:
  - Be a structure minimal in size and bulk
  - Integrate with existing surrounds
  - Avoid interfering with current users' enjoyment of South Beach
  - Individuals who lived closer to the beach were less supportive and more concerned about the proposal
- Some written comment show that close to one third of respondents had misinterpreted aspects of the proposal and assumed it would include power crafts.
- The front page article in the Fremantle Herald on the 22nd of February did have an impact on responses. After the 22<sup>nd</sup>, responses shifted towards a more negative view of the proposal.
- Individuals who responded to the face-to-face survey, while overall opposed, were more supportive of the proposal after they were given information than those that responded online; however, due to the small sample size these differences were not significant. This difference could also be attributed to a tendency for people to be more agreeable when face-to-face.

## Summary

Based on the responses and comments received there appears to be opposition to the proposal there remains 50% of the community who are primarily focused on stopping the proposal and not wishing to discuss alternatives and other options. However, the nature of some of the comments received suggests a deeper understanding of the specifics may have marginally influenced results to the affirmative.

Some of the comments suggested there might be some historical tension between the sailing club and other beach users, which may be impacting on the broader reception of this proposal.

The Fremantle Sailing Club would need to conduct some detailed engagement and redesign should it wish to pursue options that would be considered more acceptable to the other user groups in the area. The degree to which the historical relationships can be developed has not been part of this project.

Predominately people who responded wanted to be kept informed, with a small subsection wanting a greater level of involvement through active community engagement face-to-face. It is suggested that community members be given the opportunity to put forward their alternative ideas for the location and design of the proposal.

## 2 Methodology

Between 4 – 28 February 2013 a consultation process was conducted by the City of Fremantle.

This consultation involved

- Face-to-Face Survey (N = 63)
- Online/print survey (N = 861)

Face-to-face surveys were conducted at South Beach at various times through the week from 13 - 18 February and on the weekend of 16 February by staff of the City of Fremantle.

The online and print surveys were promoted through the following channels: Fremantle News, website, facebook, direct email to identified stakeholders and people who registered for a notification about the engagement process on the City's community engagement register, South Beach Café, City of Fremantle Library and The Meeting Place Community Centre.

### Survey Design

As the survey was designed to understand the community's views of a proposal by the Fremantle Sailing Club, the club was invited to provide comment on the design of the survey. The club attended one meeting with the City and the consultant and subsequently provided comment on the design of the survey questions prior to deployment.

### Survey Analysis

The survey data was collected in Survey Monkey and combined into a total data set using the Statistical Program for Social Sciences (SPSS). The data was cleaned with respondents with large amounts of missing data removed from the analysis. Data was analysed using simple frequency analysis with crosstabs conducted via chi-square, which is a significance test used to determine differences in cells across 2 groups (e.g. differences in attitudes across genders). Crosstabs with a chi-square result significant at the .05 level were considered statistically significant for inclusion in the report. Analysis of the face-to-face data did not reach significance due to the low sample size, with a sample of 100-150 needed to compare to the online sample of 861.

### Response Rate and Reliability Testing

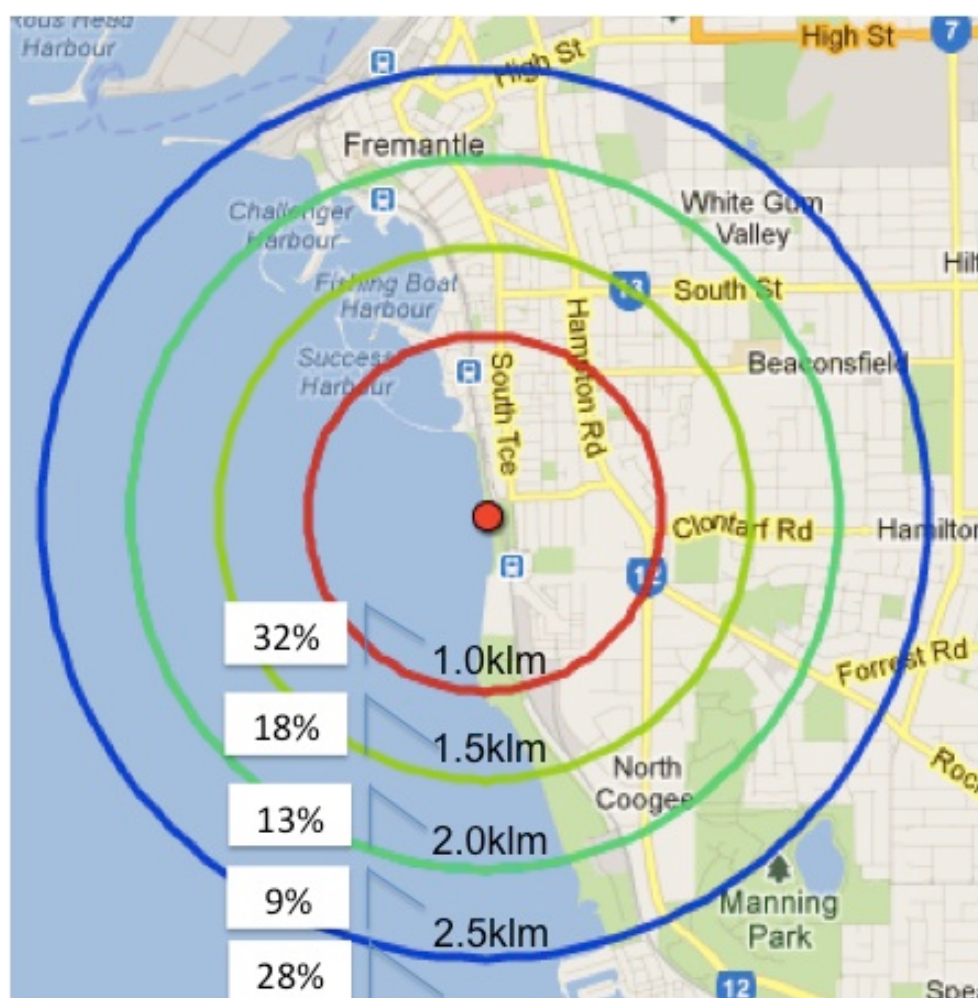
This was based on a population of 28,584 within the City of Fremantle and a response rate of 942 overall for this survey. The results of this survey have a confidence reliability of 99.7% indicating that if another random sample of 942 residents were asked these questions it is highly likely (99.75) the same results would be reached.

### 3 Demographics

A total of 942 individuals responded to the survey. Of these 460 (50%) responded online before the media story on February 22<sup>nd</sup>, a further 401 (43%) individuals responded online after the media story on February 22<sup>nd</sup> and finally 63 (7%) individuals completed the survey through face-to-face interviews conducted at South Beach during the month of February 2013.

Overall 54% (n417) respondents were male and 46% (n358) were female, with a total of 149 respondents failing to give their gender.

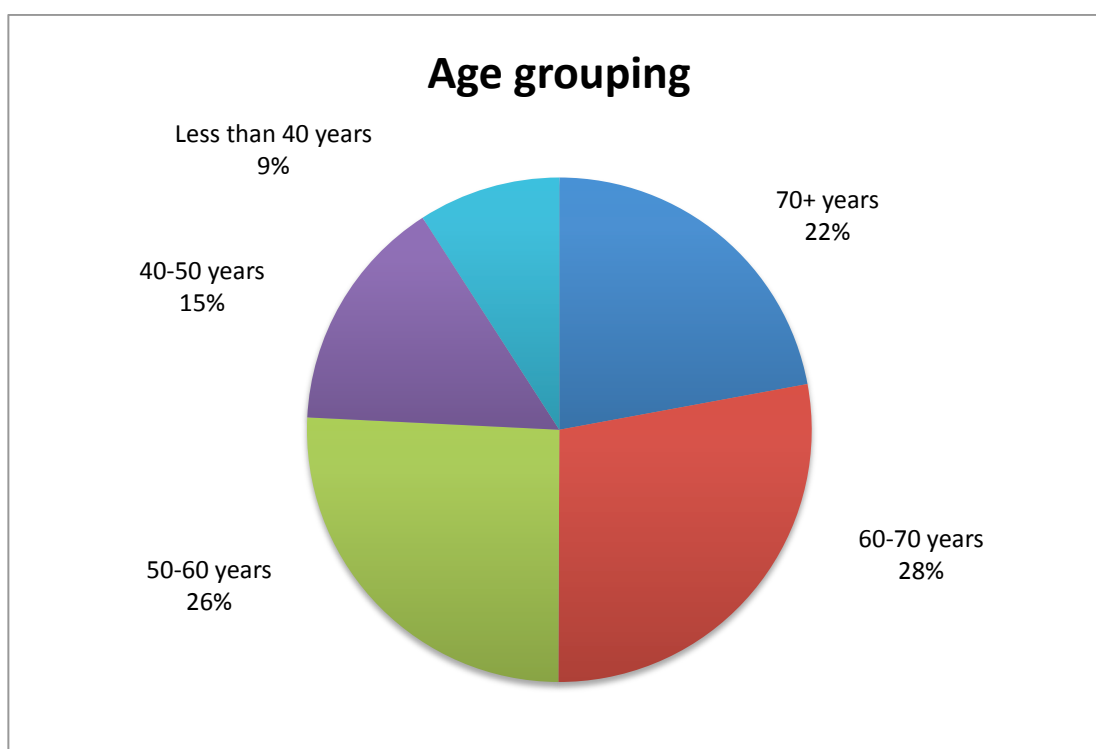
Respondents were asked how far they lived from the beach, with the following results shown in the image below. As can be seen by this image the majority of responses came from people less than 1km from the beach (32%) and more than 2.5km from the beach (28%).



For subsequent analysis these groups were broken into the following distances:

Distance	N	Percentage
Less than 1km	270	32%
1-2.5km	341	40%
2.5km+	243	28%

Respondents were asked when they were born, with the following age groups being identified:

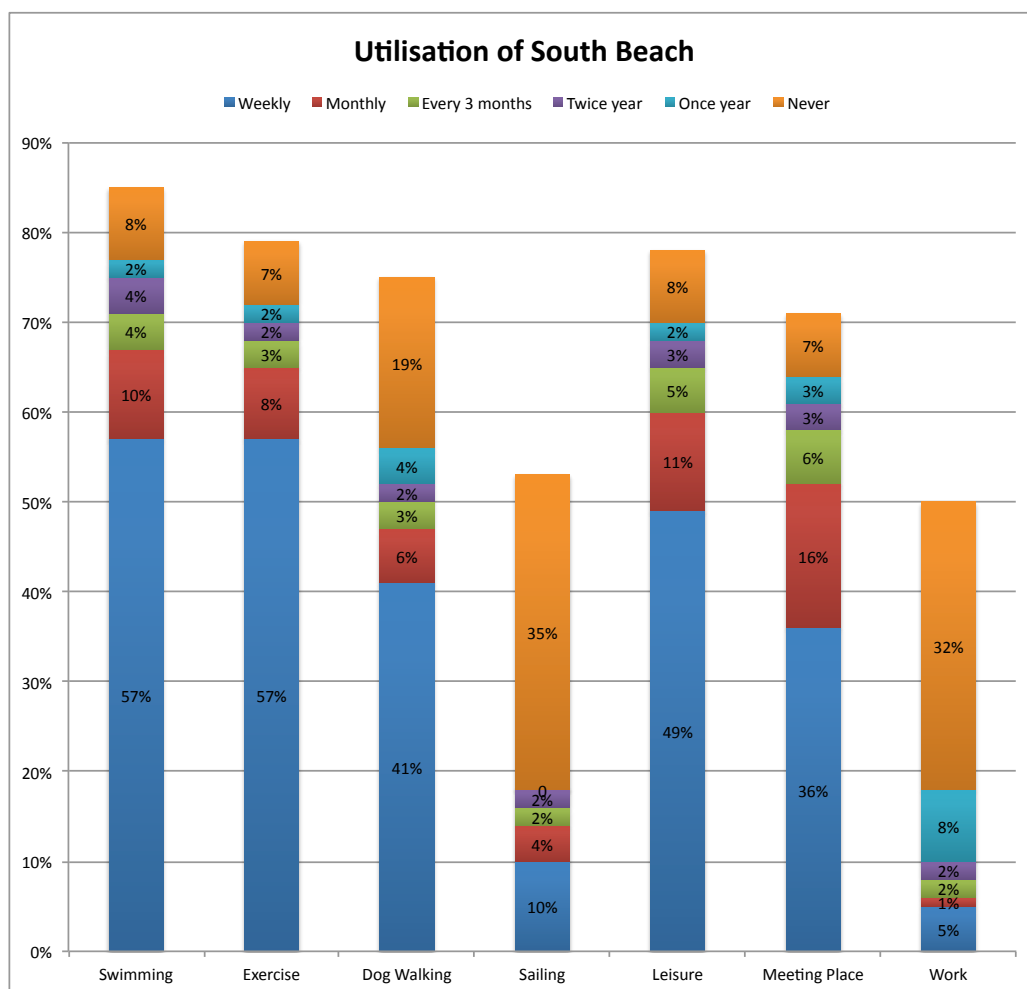


Age grouping	N
70+ years	177
60-70 years	224
50-60 years	206
40-50 years	121
Less than 40 years	73
No Response	123

### 3.1 How respondents utilise the beach

In terms of how the respondent use the beach:

- Across the different activities there are 36% of respondents that use the beach weekly, with this number increasing to 42% when work was removed.
- Swimming and exercise were the most popular usage of the beach with 57% of respondents doing this weekly, followed by 49% using the area for leisure.
- Sailing and work were the least utilised activities at the beach.



	Weekly	Monthly	Every 3 months	Twice yearly	Once yearly	Never
Swimming	57% n528	10% n96	4% n38	4% n36	2% n20	8% n71
Exercise	57% n529	8% n77	3% n30	2% n17	2% n21	7% n66
Dog walking	41% n382	6% 54	3% n25	2% n15	4% n32	19% n171
Sailing	10% n94	4% n32	2% n20	2% n19	0	35% n326
Leisure	49% n455	11% n99	5% n43	3% n30	2% n20	8% n69
Meeting place	36% n335	16% n150	6% n57	3% n30	3% n23	7% n63
Work	5% n44	1% n9	2% n14	2% n15	8% n70	32% n296

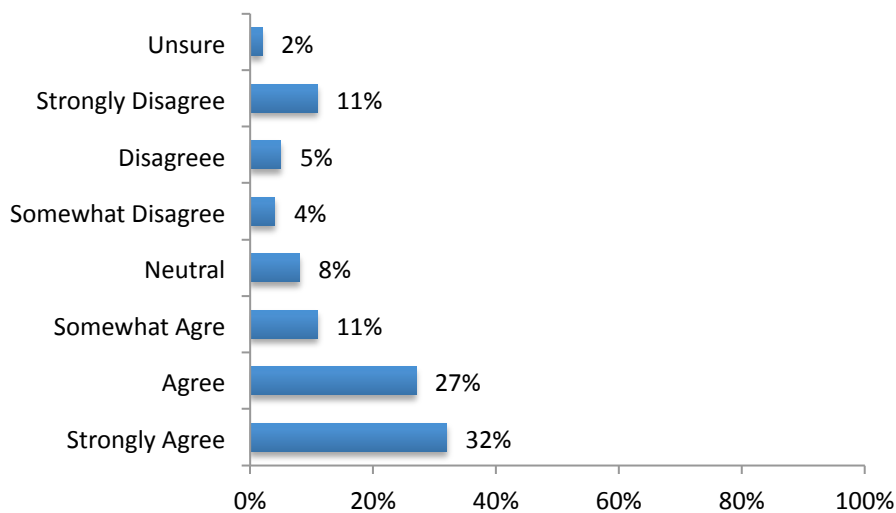


## 4 Preliminary Questions

A series of questions were presented to respondents prior to showing the proposed concept drawings. This was to ascertain a number of 'in principle' responses and allow for some comparative responses once they had seen the concept drawings.

### 4.1 Improving access to the waters off South Beach for people with a disability to use South Beach

**It is important to consider ways to improve the access to the waters off South Beach for people with a disability to use South Beach?**



Overall 59% (n533) of respondents strongly agreed or agreed with the need to improve access to the waters off South Beach for people with a disability.

Overall 16% (n148) of respondents strongly disagreed or disagreed with the need to improve access to the waters off South Beach for people with a disability.

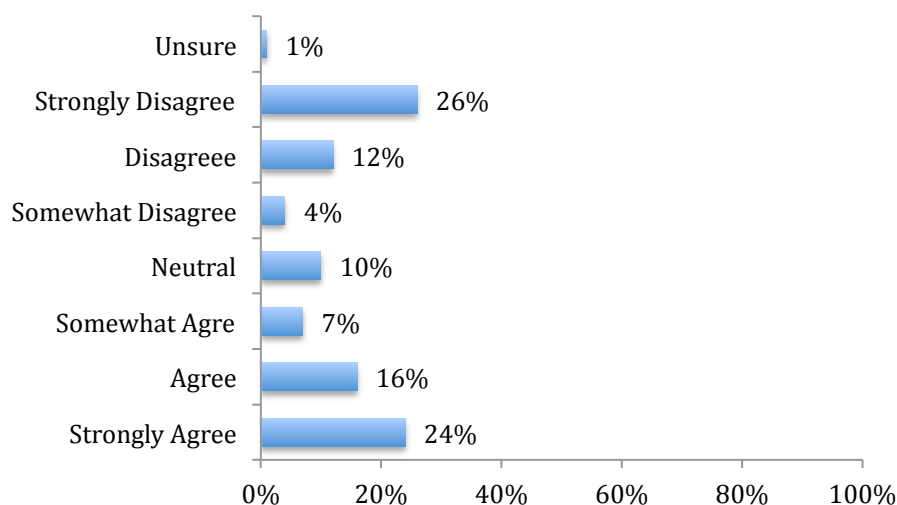
Compared to the face-to-face interviews and people responding after the media article, individuals responding before the media article were more likely to strongly agree or agree with the need to improve access to the waters off South Beach for people with a disability.

Those that lived more than 2.5km from the beach were more likely to strongly agree and less likely to strongly disagree than those that lived less than 1km or 1-2.5km from the beach.

## 4.2 Improving safety and access for junior sailors to the waters off South Beach

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### It is important to consider ways to improve safety and access for junior sailors to the waters off South Beach?



Overall 40% (n357) of respondents strongly agreed or agreed with the need to improve safety and access for junior sailors.

Overall 38% (n342) of respondents strongly disagreed or disagreed with the need to improve safety and access for junior sailors.

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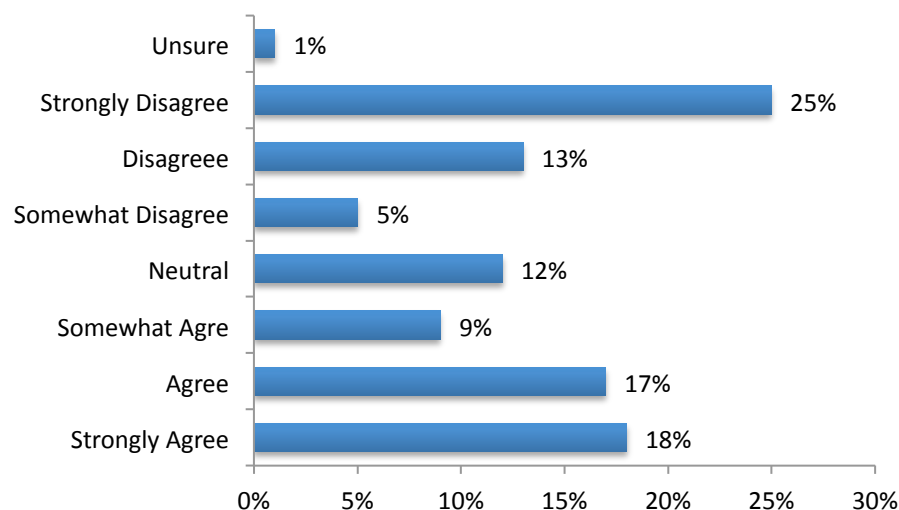
There were slight differences in responses for individuals who completed the survey before or after the media report on the 22<sup>nd</sup> February and for those who completed the survey face-to-face but these were not significant. Individuals who completed the face-to-face survey were more likely to strongly agree or agree with this question than individuals who completed it online.

Overall males were more likely to strongly agree or agree with the need to improve safety and access for junior sailors than females. Females were more likely to disagree or strongly disagree with the need to improve safety and access for junior sailors than males.

Those that lived more than 2.5km from the beach were more likely to strongly agree with the need to improve safety and access for junior sailors than those less than 1km or 1-2.5km from the beach. Those 2.5km from the beach were also less likely to strongly disagree than those less than 1km or 1-2.5km from the beach.

### 4.3 Improving safety and access to the waters off South Beach for kayaks and other similar paddle craft

**It is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft?**



Overall 35% (n312) of respondents strongly agreed or agreed that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft.

Overall 37% (n340) of respondents strongly disagreed or disagreed that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft.

There were slight differences in responses for individuals who completed the survey before or after the media report on the 22<sup>nd</sup> February and for those who completed the survey face-to-face but they were not significant. Individuals who completed the survey face-to-face were less likely to disagree or strongly disagree with the question that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft.

Overall males were more likely to strongly agree or agree that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft than females. Females were more likely to disagree or strongly disagree that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft than males.

Those that lived more than 2.5km from the beach were more likely to strongly agree that it is important to improve safety and access to the waters off South Beach for kayaks and other similar paddle craft than those less than 1km or 1-2.5km from the beach. Those 2.5km from the beach were also less likely to strongly disagree than those less than 1km or 1-2.5km from the beach.

#### 4.4 What information would you most want to know about this proposal?

Respondents indicated they were interested in finding out more information regarding the impact on parking. A significant amount of respondents indicated that the car park is already full most days and used by dog owners who may stay for half an hour. If the current car park is used by boat owners who are out for half a day to a day, there will be no parking for dog owners and other beach goers.

Respondents wanted to know more information on the exact location and design of the wheel chair access and who would be responsible for maintenance of both the wheel chair access ramp and the boat ramp. The majority of respondents who kayak questioned the need and demand for this facility.

In relation to the boat ramp respondents wanted more information on where the wash-down facilities would be, and how this would affect the environment, as well as what size boats exactly would be able to use the ramp (i.e. would jet skis become popular and therefore become a safety issue). Respondents indicated they felt there would be a negative environmental impact on the beach with erosion and pollution. Furthermore, they suggested there is not enough space for boat trailers so they would like more information on how this issue would be resolved. Respondents also queried the danger of having cars with boat trailers in a highly congested area. These responses suggest that some people had mis-interpreted the concept thinking that this proposal was designed for power craft rather than hand craft as stated in the documentation.

Respondents indicated they would like more information on how this area could be safely used by swimmers, dogs, boat users and the disabled if the project went ahead. They wanted to know if anyone had spoken directly to the disabled community to find out if the demand was there. Respondents indicated they wanted to know why the disabled access ramp was going to be placed there as they believed it would be much more convenient for the disabled to gain access at the southern end of the dog free beach. They indicated there are already beach wheelchair facilities there, which could be improved. While respondents agreed that people with a disability should have improved access to the beach, they don't think the plan provides the best option. As mentioned, they suggested that a ramp at the other end of the beach would provide people with the option to choose between the dog beach and the dog free beach. It would also be closer to toilet facilities, the beach wheelchair and cafes.

Respondents wanted to know how this is going to affect the many members of the public that use the little dog beach south of the sailing club all year round. They expressed that FSC already dominated that part of the foreshore to the exclusion of the public and that surely access for junior sailors could be accommodated within the existing footprint of the sailing club. The impact on dog owners was stressed, as it was indicated this is a very popular dog beach that is heavily used.

While the above responses indicated more information the respondents would like, the respondents also wanted to know why Fremantle Sailing Club was taking land again, and why there was such a minimal timeframe for comment and public scrutiny. They also wanted to know why this was presented to them as though it was already occurring and why this was simply to get their opinion on how it happens, not if it happens. Finally, they felt as though the boat ramp and disabled access ramp were being tied together in single questions, and they often agreed with the disabled access ramp, but not the boat ramp, but were not given the option to express this.

One respondent said the following, which summarises the general theme of responses: "Whilst supporting the idea of beach access for people with disabilities, I strongly object to the Sailing

Club's attempt to encroach upon a very popular and very small beach area. There are other areas of the beach where access could be improved for all people as well as those with disabilities. The Sailing Club has had a great deal of financial assistance from government and should not be permitted to obtain in the guise of disability access, a ramp which will endanger all beach users because of traffic and incompatible activities and interests. The river can be used for young dinghy sailors and kayakers."

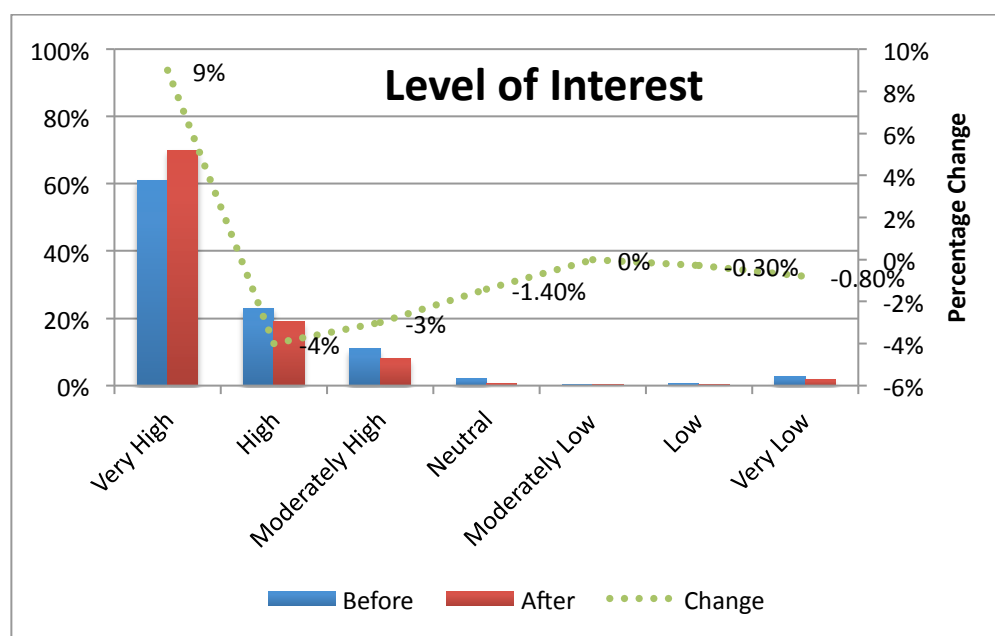
## 5 Comparative Questions

### 5.1 Level of interest, concern and support before and after being shown the proposal

The following is a comparison between respondents' level of interest, concern and support for the proposal **before** and **after** they were given information on the proposal/concept.

#### Level of interest in what happens

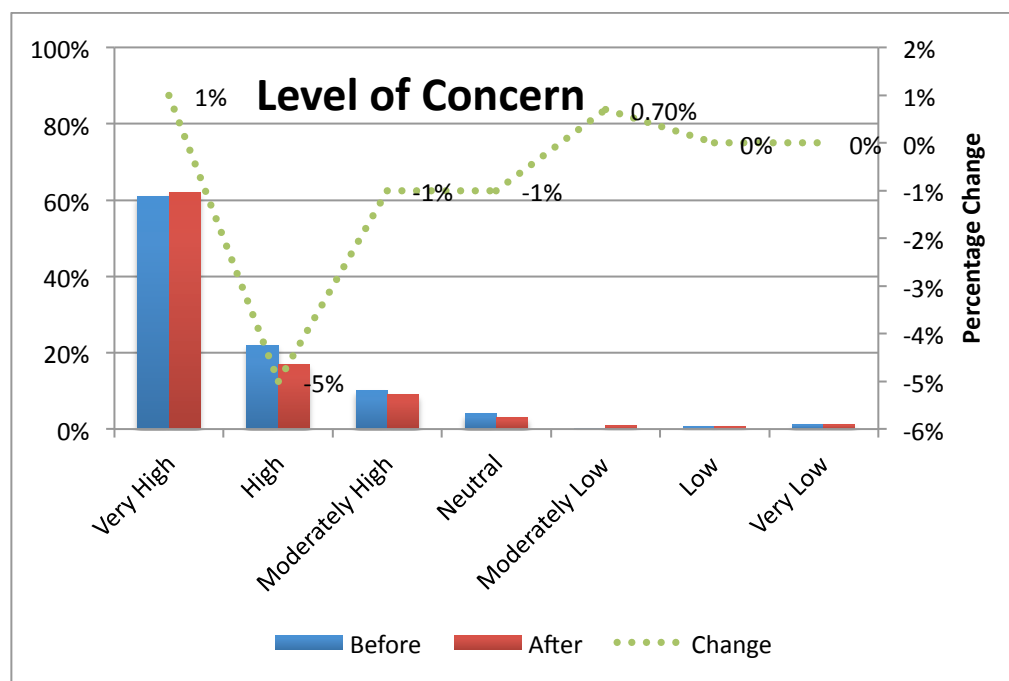
Overall respondents had a very high or high interest in what happens with this proposal. There were no differences across individuals who responded before or after the media story, however those who responded face-to-face were less likely to have very high interest than online respondents. More respondents had a very high interest in the proposal after they were given information about it.



## Level of concern about what happens

Overall respondents had very high or high level of concern about what happens with the proposal, with no differences between individuals before or after the media story. However, respondents who answered the survey face-to-face were less likely to have very high concern and more likely to be neutral than online respondents.

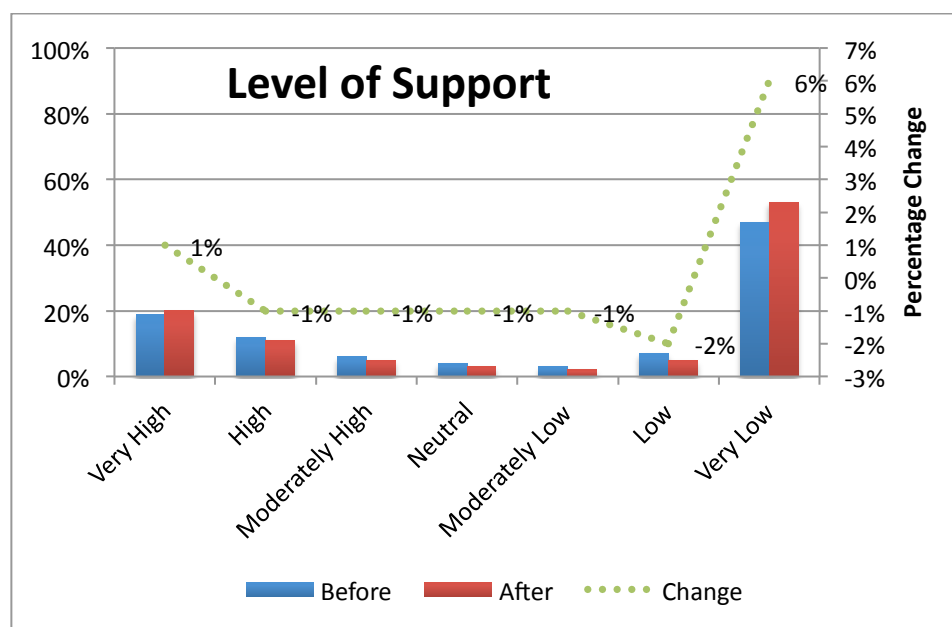
There was no change in the level of concern that respondents had after they were given information on the proposal.



## Level of support for the proposal

Overall the majority of online respondents had very low support for the proposal. Individuals who responded after the media story had significantly lower support than those who had responded before the media story. Individuals who responded face-to-face were less likely to have low support for the proposal. Those with very high support for the proposal were relatively equal across pre-media story, post-media story and face-to-face.

There was only a slight increase (6%) in the number of respondents who had very low support for the proposal after they were given information about the concept.





## 6 Responses on the Design

This next series of questions also compared the respondents' views before they had project specific information and afterward.

The first question asked 'It is important that the design achieves the following objectives?' and the follow up question was 'Does this design achieve the following objectives?'.

### 6.1 Design objectives and how well they have been met

The project design had a number of objectives. Participants were asked how important these objectives were to them before they were shown the proposed plan and then asked how well the plan met these same objectives.

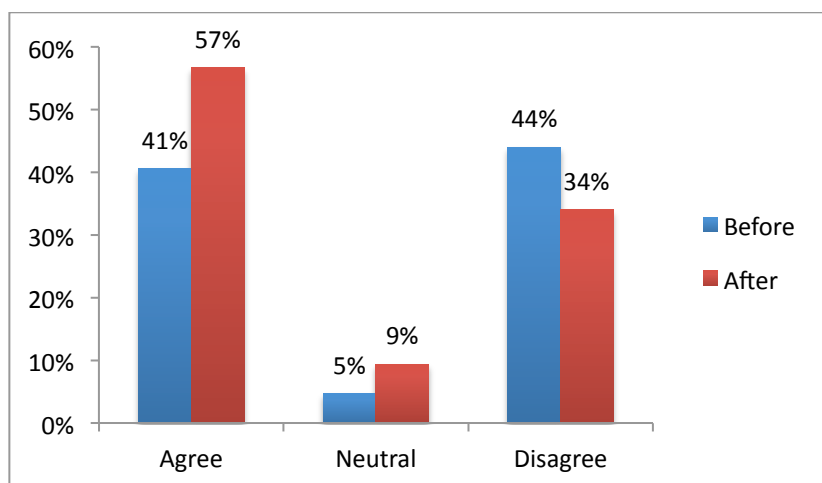
Respondents felt that the following design objectives were the most important:

- Providing direct access to the water off South Beach for swimmers with a disability or limited mobility
- A structure minimal in size and bulk
- Design needs to integrate with the existing surrounds
- Design should avoid interfacing with current users' enjoyment of South Beach

Respondents felt that the design failed to meet the following objectives:

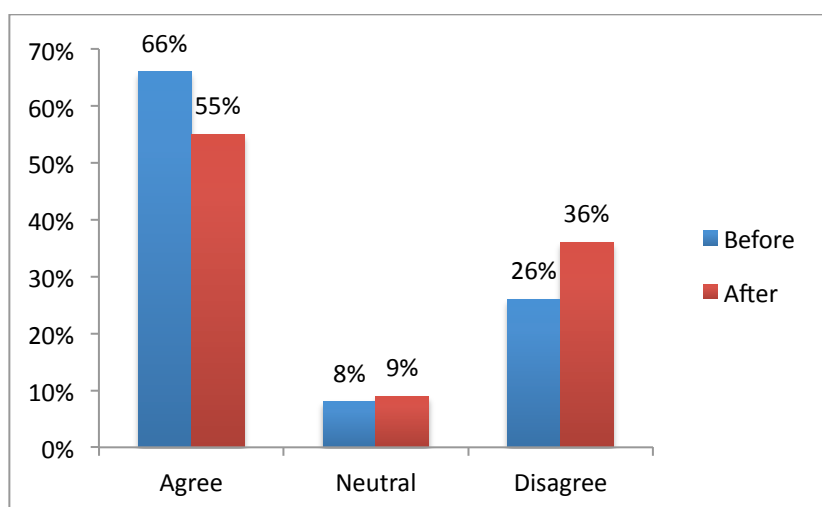
- Be a structure minimal in size and bulk
- Integrate with existing surrounds
- Avoid interfering with current users' enjoyment of South Beach

### Provide direct access to the water off South Beach for young dinghy sailors



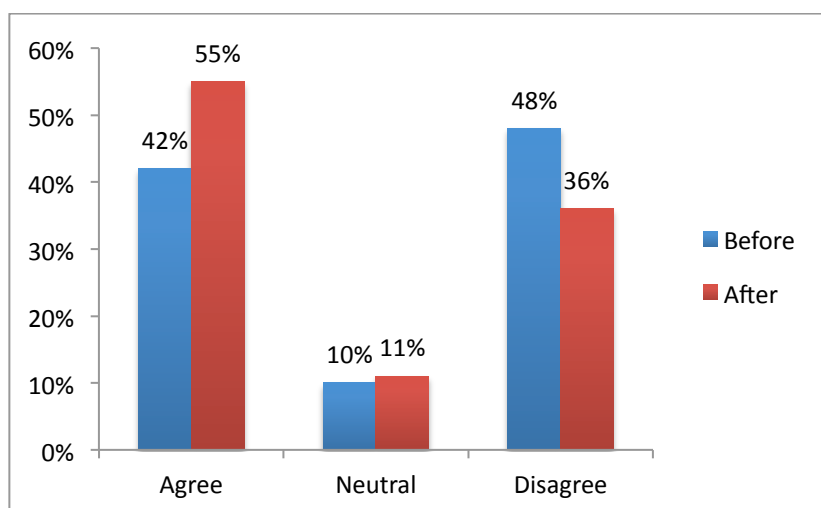
There is a split between people who think it's important to provide direct access for sailors and those that feel it is not important. Slightly more people agreed that the current design meets this objective than those who felt it doesn't meet the objective, once they viewed the design proposal.

### Provide direct access to the water off South Beach for swimmers with a disability or limited mobility



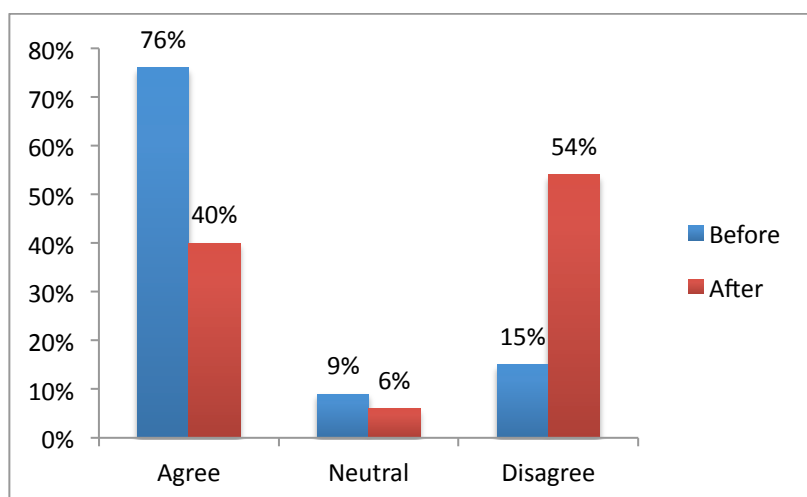
Overall 66% of respondents agreed it was important that the design provided direct access to the water off South Beach for swimmers with a disability or limited mobility. A total of 55% agreed that the proposed design met this purpose.

### Provide direct access to the water off South Beach for kayakers



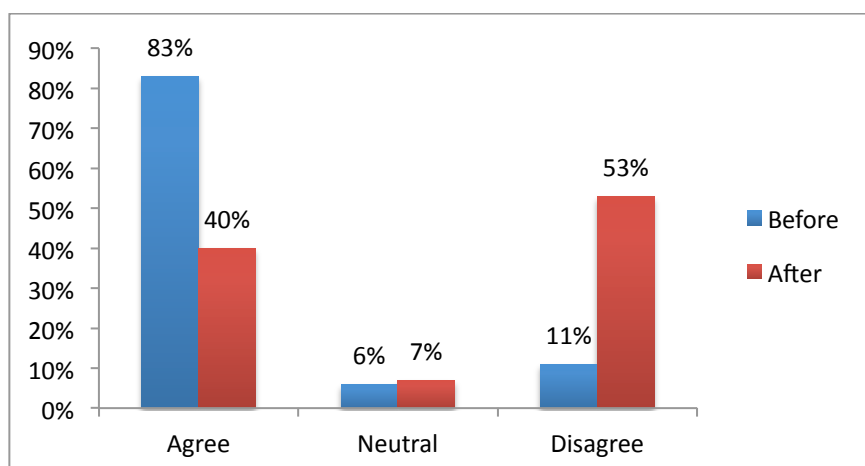
There was a split in respondents who agreed the design should and should not provide direct access to the water off South Beach for kayakers. After seeing the proposal 55% felt that the design met this objective and 36% felt it did not. There was less support for the need for the design to consider direct access for kayakers but more people felt the design achieved this goal.

### Be a minimal structure in size and bulk



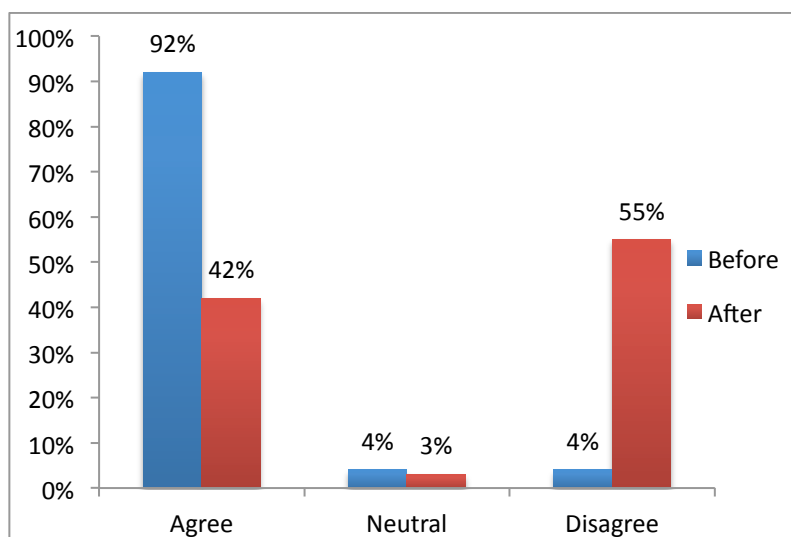
The majority of respondents (76%) agreed that the structure needed to be minimal in size and bulk. However, only 40% agreed that the current design met this objective.

### Integrate with the existing surrounds



Overall 83% of respondents felt that the design needed to integrate with the existing surrounds. However, only 40% felt it met this objective.

### Avoid interfacing with current users' enjoyment of South Beach



Overall 92% of respondents agreed it was important that the design avoided interfering with current users' enjoyment of South Beach. However, only 42% felt that the current design achieved this objective.

## 6.2 Are there any other objectives you think the design should meet?

A large number of respondents indicated they did not support this proposal so therefore had no interest in the designs, nor provide suggestions for improvement. Furthermore, they suggested any reply could be misinterpreted as support, and could lead to potential misuse of survey results. They felt that such a project should be designed in a way that includes public interest and not just the sailing club's interests. Some felt the wording of these questions suggests this project is going ahead regardless of their interests. Specifically, they feel as though the design has nothing to do with disabled people, but has everything to do with the junior sailing club.

Some respondents indicated that the current car park is too small to cope with demand, and this proposal will place even higher demand on the car park, something they feel has not been addressed in the current proposal.

Respondents indicated they believe there needs to be clear separation of this ramp from the beach area to avoid inconvenience and any safety concerns. Respondents feel the safety of swimmers could be compromised if sailing craft and paddle craft are introduced to what has always been a popular swimming beach. They feel more thought needs to be given to ensuring the beach is safe for swimmers and children, and this needs to be demonstrated to the public before the project goes ahead.

Respondents would like to know if the impact of the prevailing winds has been taken into consideration in the planning. Particularly if the effect on ecological aspects of the beach such as dune and sand movement have been considered. They would like to see some planning for possible hazards and pollution.

Respondents have suggested this is not the best place to integrate disabled access and want other areas to be considered such as the main beach, not the remote corner of the dog beach. The interaction of the disabled community, dogs and boats is perceived to be a huge safety concern for all involved.

A third of respondents indicated they were worried about motorboat use at South Beach and particularly about the physical dangers and the chemical dangers from the fuel. Furthermore, they believe if it is junior sailors, it presents an even greater risk. One respondent said: "Even a small ramp will entail concreting a section of beach from the water to the car park. Cars will be reversing onto the beach. Will this be an environmentally sensitive project?"

Respondents suggested contacting Fremantle Disability Access Consulting Committee for further input on the design.

Respondents think the ramp should be entirely within the current grounds of the sailing club, not built on public land. Furthermore, respondents are unsure whether the boat ramp is entirely for FSC members or whether the public have access to its use, and more information on this needs to be distributed.

Respondents feel the design should not dramatically change the function or appearance of the beach and thus impact those who already regularly use and enjoy the beach. They feel as though this current proposal does the opposite, dramatically changing the aesthetics of the beach and its capacity for use by locals.

Participants strongly feel as though a disabled access ramp is necessary and would provide easy access for the disabled, elderly and parents with prams and young children. However, a fair number of respondents believe it does not need to be located where it has been currently proposed. They also feel strongly that if any part of this proposal goes ahead it should only be an access ramp, not a boat ramp.

One participant's response summarises this theme: "This part of South Beach is very popular and very busy with families, swimmers and dogs. The proposed ramp would introduce small craft and inexperienced sailors to the crowded mix already there, increasing risk of accident and injuries, as well as raising blood pressures and emotions. A simple risk assessment would highlight these issues and if taken seriously would negate the benefits of this proposal. How about choosing a different location, e.g. Port Beach or further south down past the old power station."

### 6.3 What suggestions would you make about the design?

The majority of respondents indicated no support for the project and listed reasons why it should not occur, rather than offering suggestions about the design. Respondents indicated not wanting to give suggestions as they felt it was already a done deal. Furthermore, respondents frequently mentioned that they had objected to the design in the previous question and their responses were quite similar. These included the following:

- Safety of beach users, in particular the swimmers. Respondents indicated that people with disabilities would not be adequately protected from kayaks and other users (particularly dogs). It was suggested the southwest winds would create waves and therefore the suggested location may not be the best one for the access ramp. The resulting boat traffic was also a concern for kayakers.
- Pollution/environmental impact - respondents indicated that an environmental impact assessment was necessary. Groynes interfere with the natural flow, cause erosion and build up of seaweed and sand. Building an extra groyne 50 metres off shore will affect the natural movement of the waves, which in turn will affect the sand and depth levels. The semi-closed beach could become a gathering place for seaweed and rubbish, the water a collection point for oil, diesel and any other contaminants. Therefore respondents indicated an independent environmental study needs to be conducted for any proposal of this nature.
- Demand - It was stressed that kayakers and dinghy sailors already have immediate access to the waters off South Beach and therefore they have no need for a ramp or access area. The majority of those who identified themselves as kayakers expressed this.
- Community interest/current use - Respondents indicated this was primarily a dog beach, and used for swimming on a daily basis. They felt this proposal would strongly impact the uses of the beach and its aesthetic appeal.
- If respondents indicated support for the project, it was support for a universal ramp, but not support for the boat ramp section of the design. Furthermore, they indicated that if something needed to be done then steps should be built where people currently go down and that a mat should be provided for people with disabilities at the existing entrance. One participant's response summarises this theme: "I support the development of an access ramp for those with disabilities, but being near boat access does not seem appropriate. The design does not consider the level of safety needed for those who may be using the disability access ramp."

A large number of respondents were concerned that there is currently inadequate parking, and if this proposal went ahead, the design would need to include additional parking space particularly for trailers.

Respondents queried if there was going to be public access to this ramp, and if this would remain the case in the future. They feel as though the proposal lacked a clear indication of this.

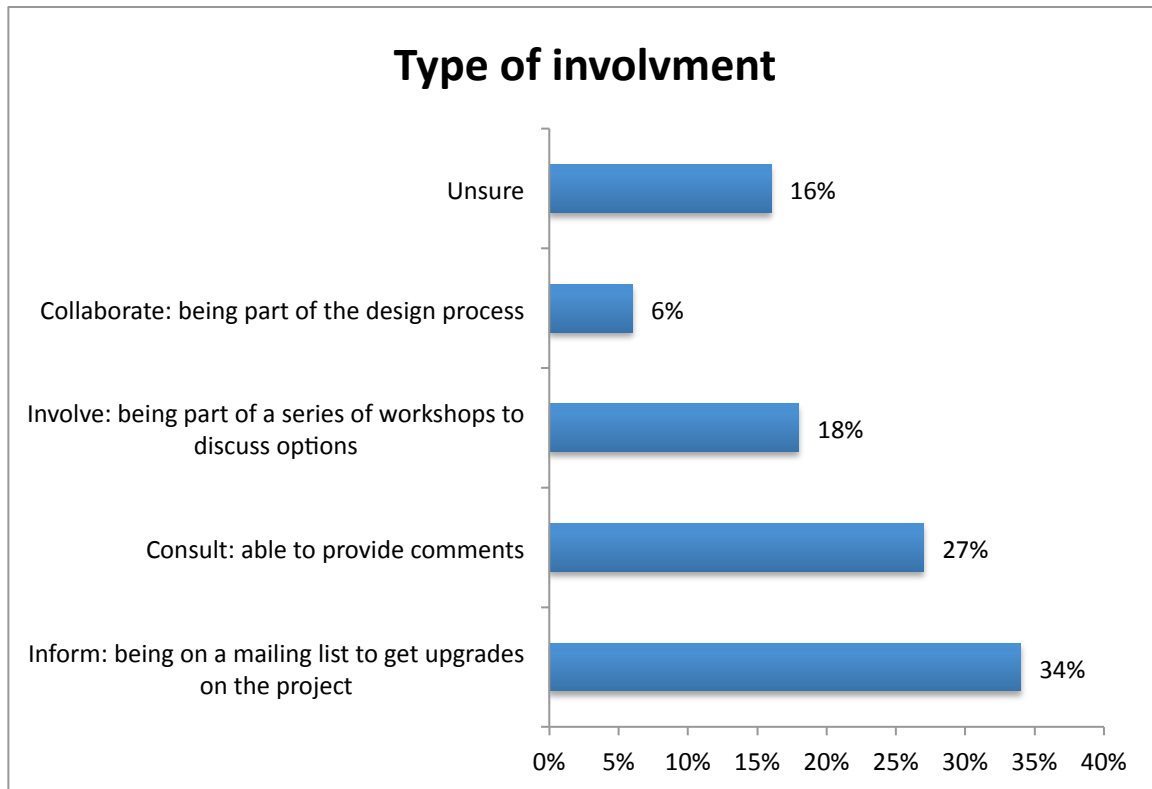
Respondents indicated that the location of the access ramp was inappropriate and would be better suited at the northern end of the beach. They felt as though it was lumped in with the boat ramp proposal to gain public support.

It was suggested that the entire community would benefit from a total upgrade of the main amenities block at South Beach, and this would be much better value than an additional facility near the FSC.

Finally, one participant stated: "The above questions are not relevant to my specific position. I am not concerned whether the design offers access for young sailors. My point is the structure should not be there. I also think the wording of the questions is deceptive. For example, the term access to the water off South Beach is used. It does not mention access to South Beach itself. People, including the public, do not want direct entry to the water offshore as this proposal offers. This is suitable only for sailors and this is the real objective of this proposal. Their purported concern for the disabled appears to be a device."

## 7 Current Position and Desired Level of involvement

### 7.1 What type of involvement are you most interested in, in relation to this project?

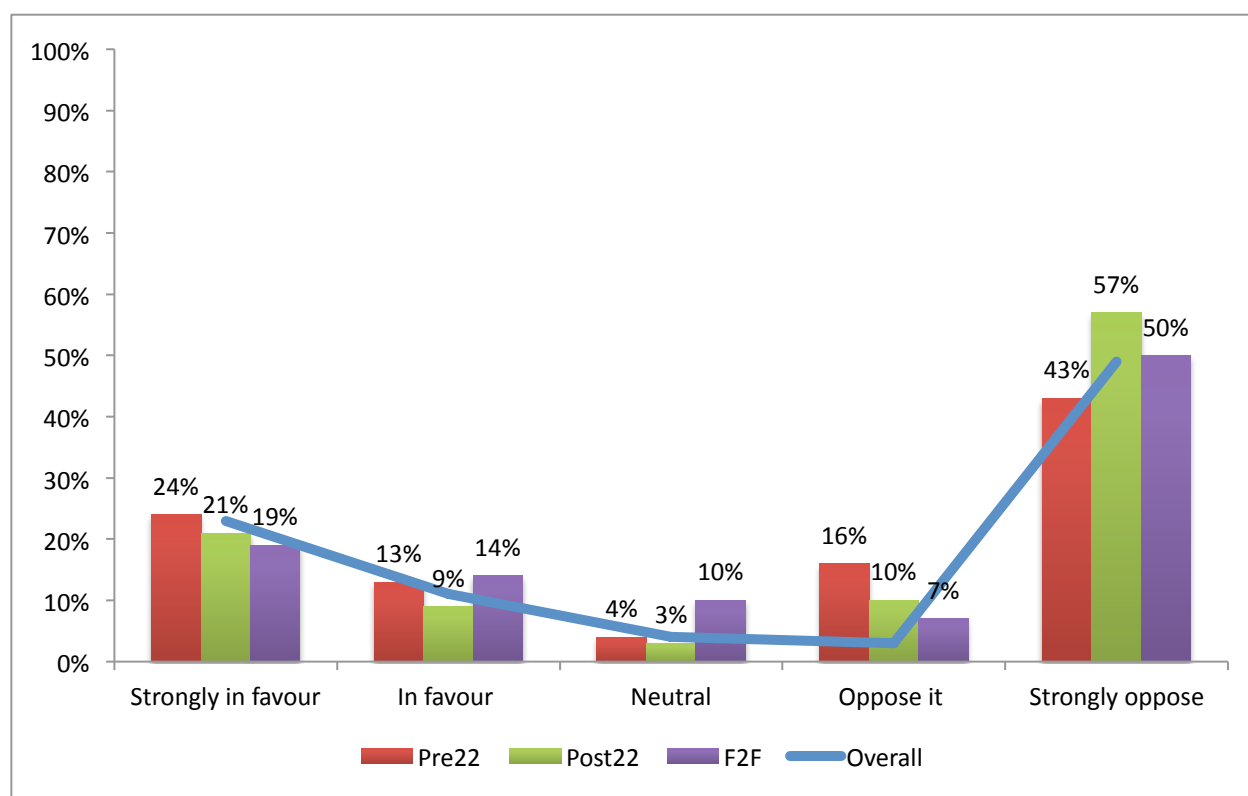


Overall the majority of respondents wanted to be informed (34% n277) or consulted with (27% n22), with very few wanting to be active collaborators on the project (6% n52).

A list of email addresses has been collected from those who provided these details. This information was separated from the responses at source to avoid identification and passed on to the City of Fremantle.



## 7.2 What best describes your current position on the proposal?



Overall nearly 50% (n427) of respondents were strongly opposed to the proposal, with a further 13% (n113) opposed but willing to look at refinements.

Comparison was conducted between individuals who responded before and after the media story. Results indicated that individuals who responded after the media story were significantly more strongly opposed to the proposal than individuals who responded before. Individuals who completed the survey face-to-face were also strongly opposed however, the small sample size made this comparison unattainable. *Note: this is the same issue throughout the survey for face-to-face data.*

Comparison was conducted between differences in gender across this question. While the majority of both males and females were opposed to the proposal, females were significantly more opposed to the proposal than males and males were significantly more in favour of the proposal than females.

Comparison was conducted between differences in location across this question. Results indicated that individuals who were less than 1km or 1-2.5km were significantly more strongly opposed to the proposal than those who lived 2.5km or more from the beach. Individuals who lived more than 2.5km from the beach were significantly more strongly in favour of the proposal than those less than 1km or 1-2.5km.

## 8 Final comments from respondents

The majority of respondents indicated they did not support the proposal as mentioned in previous responses, and re-stated their issues (e.g. parking, safety, environmental issues, etc).

The majority of respondents also indicated this proposal would solely benefit the FSC and not the entire community as indicated by the responses below:

- “Dog exercise areas where the dogs are allowed off the leash are very few and far between in Fremantle. This area is a wonderful place to have fun and meet friends and while I understand the need for disabled access, I feel that the main reason for this ramp is for the members and families of the Sailing Club to gain easy entry to the water and this shouldn't impact on the public as a whole.”
- “I am very opposed to the Fremantle Sailing Club taking any more public beaches. We were assured that the beach at the sailing club would remain accessible to the public - it isn't, we were assured that the new North Ferry Jetty would be accessible to the public - it isn't. I think that this proposal will suit the sailing club and no one else, not swimmers, not dog walkers, not the disabled, parking will be reduced.”
- “I am not opposed at all to easier access for people with disabilities, in fact, a way which allows every person the opportunity to enjoy South Beach is commendable, however I feel that the current proposal is serving the yacht club, who already occupy a large portion of this water front. It could be easy to interpret this proposal as serving the interests of the sailing club and not people with disabilities.”
- “I agree that disabled access would be great and the kayakers would definitely appreciate easy access to the water. I don't think this should be in or next to a boat ramp and I don't see why the sailing club needs to launch onto a beach that is packed with swimmers with their dogs year round (not just summer). I think the disabled access should be further investigated and other options considered, or that position for that purpose only without the boat ramp and therefore no need to extend groyne or destroy water movement around the beach.”
- “Fremantle Sailing Club should not expand in any way. I am disgusted that the sailing club and the Fremantle council are using 'disabled people' to get the sailing club's boat ramp for the junior sailors. Do you think we are stupid? This is about a boat ramp for sailors thinly disguised as a further land / ocean grab for the Fremantle Sailing Club Inc. It has nothing to do with disabled people or canoeists. The survey is deliberately weighted, and misleading to give false statistical information in favour of this. .. disgusting proposal. Shame on the council for having anything to do with this.”
- “I am concerned that FSC will just be building this ramp for their own use, I think they will make access hard for non-members.”

A number of respondents suggested that young sailors have always learnt to navigate in the existing waters and questioned why this needs to change. One respondent said: “There are very few areas that are truly 'public', and even fewer are available for families and their pets to enjoy the beach. Once private entities have accessed these areas it is only a matter of time before another 'proposal' is brought before the City, and once the precedent is set it is very hard to go back. I would have thought that navigation around the FSC would enhance young sailors' abilities in boat handling. As for the disabled users I am sure that there is plenty of room to provide them with access within the confines of the FSC.”

A further notable comment made from one respondent was: "FSC is/will be vesting land to the City of Fremantle to/for the construction of the universal access. The universal access will be a public facility owned by the City of Fremantle. This is contrary to comments made on ABC local radio in the morning of Feb 18<sup>th</sup>." This comment summarised many respondents' confusion around who would own the facility and who had access to use it.

Respondents were concerned that the community were not given an adequate chance to be a part of this proposal. A fair number of participants found out about the survey because someone else on the beach told them, they did not feel as though it was made public enough, both the proposal and the survey. They also felt the need for this development has not been demonstrated.

Comments indicating this include:

- "At no stage in this proposal was any good reasoning why this is required presented. That needs to be made clear so the community can make a decision on the need of the project."
- "I can't believe it has got this far before community consultation. I only know about it because a friend saw it in Council offices. This and an item on your website is NOT community consultation! Why was there not a pamphlet drop, or ad in the Fremantle Herald (paid for by FSC)? The Council must NOT let a public asset (the beach) be ruined by a private club (who has a bad record for public access) to benefit the few."

A major complaint was the wording of the questions. Respondents did not feel as though they could support part of the proposal (universal access) while rejecting other parts (boat ramp). They felt as though this had been done on purpose to trick them or to provide misleading results. The following are examples of responses indicating this:

- "I am worried that two separate issues are being considered here. This seems like an attempt to make people feel like they have to agree to boats for the sake of disabled access. Make these two issues."
- "Don't combine disability access with access for sailors. It is manipulative and dishonest. They are completely separate issues and should be considered separately. Using a single survey to gauge support for a proposal that doesn't allow respondents to address the issues separately is blatantly political and doesn't do the Council's credibility any good at all."
- "I entirely support a universal access ramp being built. Trying to smuggle a boat ramp in along with it is really awful, taking advantage of people's good intentions. Shame."
- "Also found the survey and questions to be biased in its design."
- "A very skewed survey obviously designed to show favour towards the proposal by making the point of access for people with disabilities the major focus. The major beneficiaries will be the sailors of SFYC, a private minority group, and the major losers the public users of South Beach. If a survey of this nature is to be taken seriously, then it should properly represent the interests of the stakeholders."
- "Too many of the survey questions were unbalanced and biased to an outcome favouring the proposal in some format. Not enough options were provided for someone like myself who wishes to see improved access for the disabled but no change of access for others."
- "Forget the disabled aspect in this particular case - it should never have been included with the ramp proposal - it's just a politically correct addition to make people feel ashamed if they disagree."
- "I find this survey manipulative to say the least. For example, it gives no opportunity for participants to indicate support for some principles but opposition to the specific proposal."

It seeks to imply that support for a principle, for example access to South Beach for disabled, represents support for the proposal. I would like to know the name of the so-called independent consultant and the details of the consultant's association with the Fremantle Yacht Club. Who is providing the fee for the consultants? Why are the consultants referred to as independent?"

- "My intelligence was insulted by rolling in disabled access with what they are really after, an extension to their own facilities."
- "There has been no consultation as yet on this. We would like a series of public meetings on this. The wheelchair ramp and dinghy launching are two different issues. It is dirty politics to mix them up."

- **END of REPORT-**