

A Response to Main Roads WA

Proposal for a New Bridge

Swanbourne Village

(Congdon Street Bridge Replacement)



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www.neilcowniearchitect.com.au/bridging-communities/

The preferred option is illustrated below. Please note, this is indicative only and subject to change.

Saladin Street to Railway Street



LEGEND:

- 1** SHARED PATH
(Note: Path could be designed on west side of bridge if required to improve pedestrian connectivity)
- 2** PRINCIPAL SHARED PATH (PSP)
- 3** SWANBOURNE STATION RAIL PLATFORMS
- 4** MEDIAN PEDESTRIAN CUT-THROUGH
- 5** PEDESTRIAN REFUGE ISLAND
-  EXISTING BRIDGE DEMOLISHED

NOTES:

1. BARRIER EXTENTS TO BE CONFIRMED.
2. RETAINING WALL EXTENTS AND HEIGHTS TO BE CONFIRMED.

Key Issues with Main Roads WA Proposal

Creation of a Visual Eyesore

Due to the chosen location of the replacement bridge, combined with the requirement for an additional 800mm of clearance over the train line, there is a much greater difference in ground level to each end of the bridge. This means that the bridge must not only span the railway line, but it must then ramp down to reach the lower road level on the opposite side of the bridge. There is a change in level of in excess of two meters whereas the existing bridge has only a one-meter difference in level at each end. The result is a substantial visual eyesore and a disconnect of road system with the bridge.

Lack of Pedestrian Access & Ramps

The MRWA scheme does not reflect the historic or direct pathway pedestrian links required by the community and train commuters. A narrow pedestrian pathway across the bridge on the western side collects pedestrians from the business centre on the south side of the bridge and delivers them beyond the commercial precinct on the north side. This creates a complete disconnection between commercial areas to either side of the railway line. Access to the train station in the MRWA scheme is convoluted which would ultimately result in commuters seeking short cuts and leading to risky behaviour.

To the eastern side of the bridge is a spiraling pedestrian ramp that will be undesirable to pedestrians. The nature of the long spiraling ramp will result in a longer travel distance for pedestrians that will again see pedestrians taking risks in seeking alternative faster and more direct pathways. Keep in mind that many of these pedestrians will be school children who are not averse to taking risks.

Disconnecting the Village

The existing bridge feels more like an extension of the adjacent road system and commercial centres to each side than it does a bridge. The MRWA scheme completely 'disconnects' itself from the village, commercial centres and adjacent roads. The MRWA scheme sees long winding ramps to the northern side of the railway line serving pedestrian access to the level of the train station. The proposed western side ramps see the valuable land opposite the commercial centre eradicated. This strip of land proposed for ramps in an important pedestrian access way for users of the commercial area. The ramps not only hinder access to the shops but also limit opportunities to have casual parking bays serving the shops in this otherwise convenient location.

Dominant Concrete Barriers

The MRWA scheme sees continuous concrete barriers to the side of the bridge extending beyond the limits of the bridge unnecessarily. Further concrete barriers exist centrally between lanes across the bridge resulting in a hostile, utilitarian feeling environment. The Main Roads WA scheme seems more concerned with compliance to Australian Standards and the blinkered needs of vehicles than concerning itself with the needs of the rest of the community. Any scheme within the village centre should see a priority to pedestrians above vehicles with the design that of 'town centre urban standards' and not designed to vehicle traffic standards.

Demolition of Heritage

The MRWA scheme indicates that the existing bridge is to be demolished. The existing bridge has heritage significance and the location of the existing bridge is pivotal to the survival and viability of the local centre.

Lack of Access to the Train Station

The MRWA scheme does not appropriately address access to the train station.

Wasted Land

The MRWA scheme for the replacement bridge has been 'engineered' in isolation of any engagement with master planning in the precinct. This precinct has large areas of wasted open space to either side along the railway line reserve. This is surely an excellent opportunity to master plan for the future development of this area. Prior to looking at the 'fine grain' of a specific bridge design, there should be master planning of the precinct. Main Roads WA should not be 'leading the way' here, is not their role.

These large areas of open space left over adjacent to the bridge seem completely unaccounted for due to Main Roads WA working in isolation. The future planning of these 'left over' spaces is critical to the success or failure of the proposed bridge redevelopment. Resolution of the adjacent areas should not be an afterthought.

Suggested New Scheme - Swanbourne Central



Suggested New Scheme: Local Centre Design - Swanbourne Central



Suggested New Scheme: Pedestrian Zones



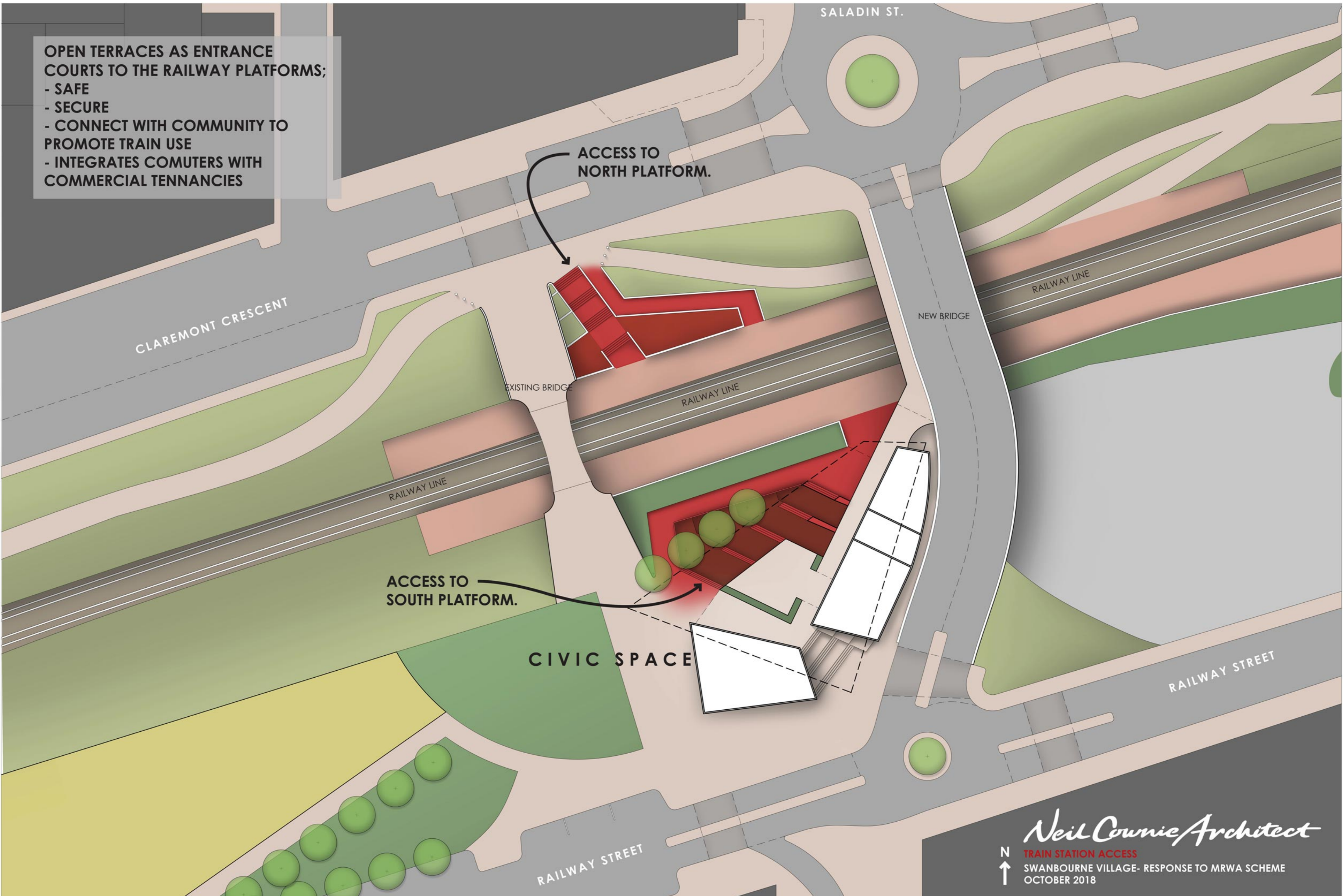
LINKING DUAL PATHWAY TO BRIDGE
ALLOWS PEDESTRIANS TO PASS UNDER
NEW BRIDGE AND AVOID TRAFFIC.

TRAIN COMMUTERS
ABLE TO PARK AND
WALK UNDER BRIDGE.

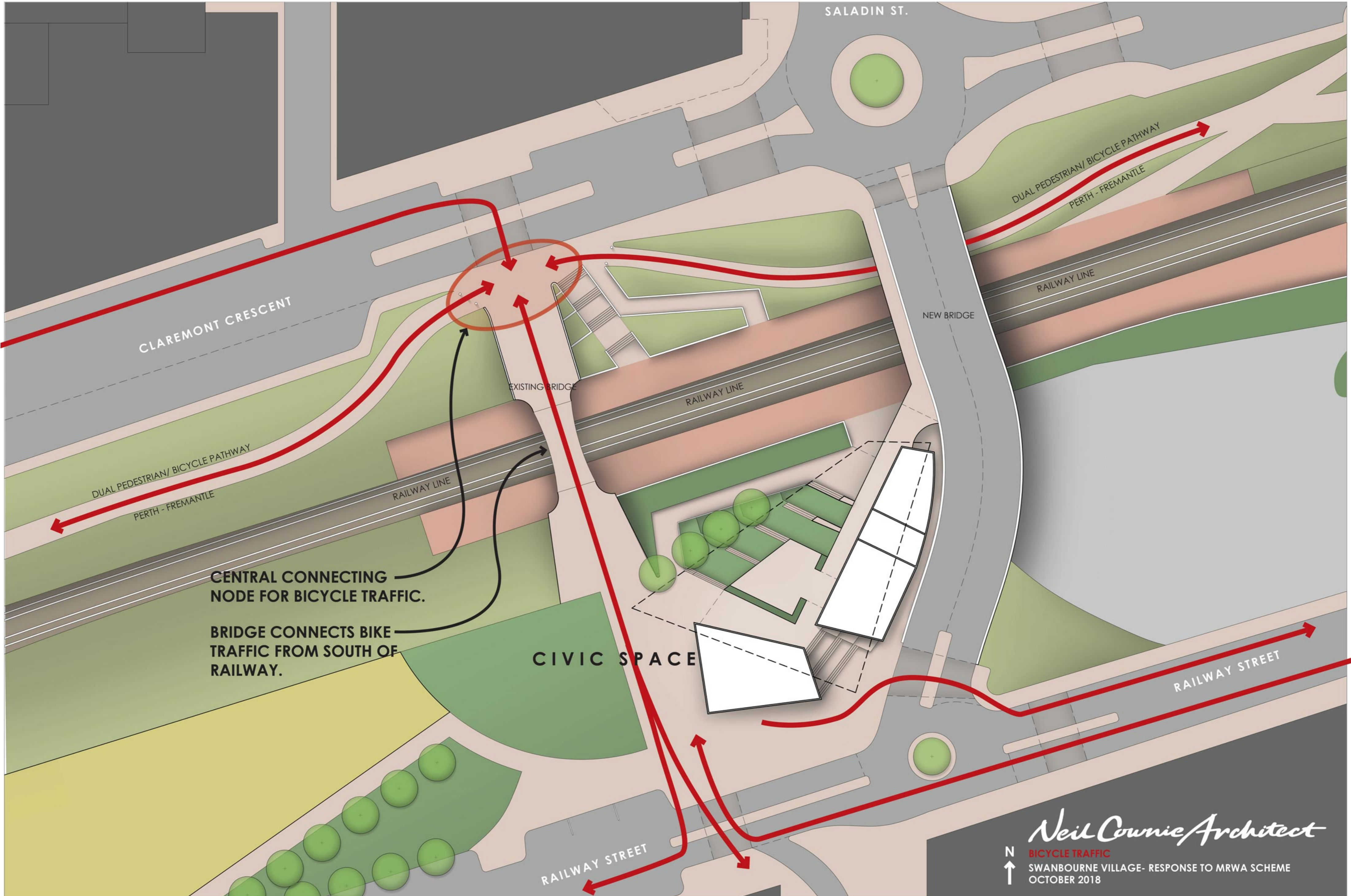
Suggested New Scheme: Train Station Access

OPEN TERRACES AS ENTRANCE COURTS TO THE RAILWAY PLATFORMS;

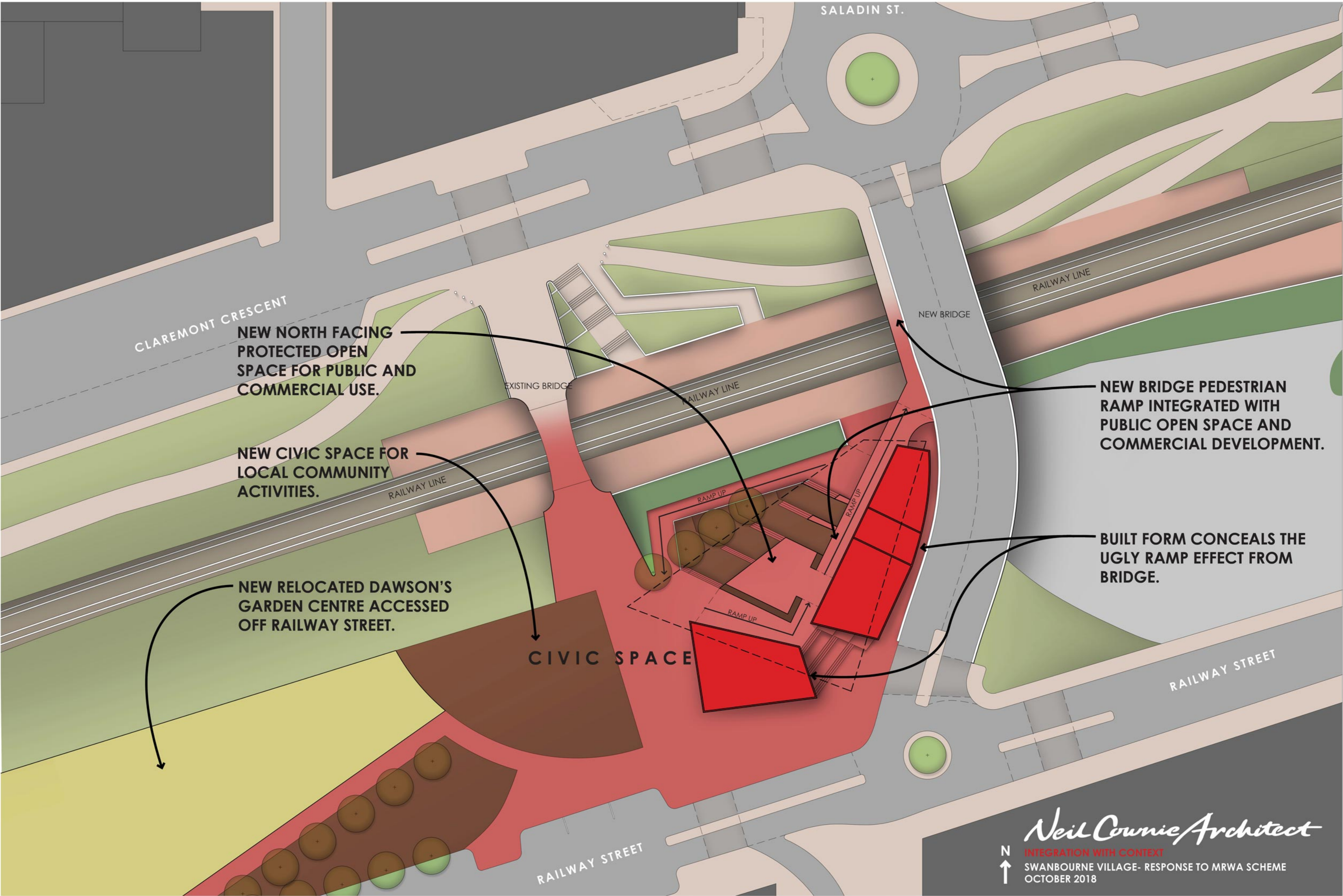
- SAFE
- SECURE
- CONNECT WITH COMMUNITY TO PROMOTE TRAIN USE
- INTEGRATES COMUTERS WITH COMMERCIAL TENNANCIES



Suggested New Scheme: Bicycle Traffic



Suggested New Scheme: Integration with Context



Suggested New Scheme: Photographic Survey



1.



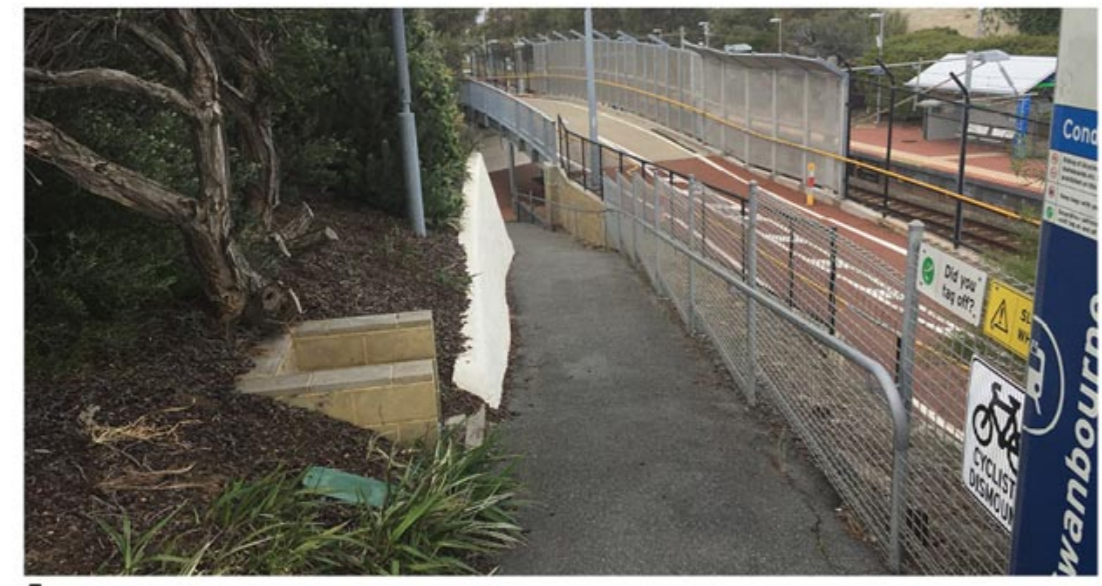
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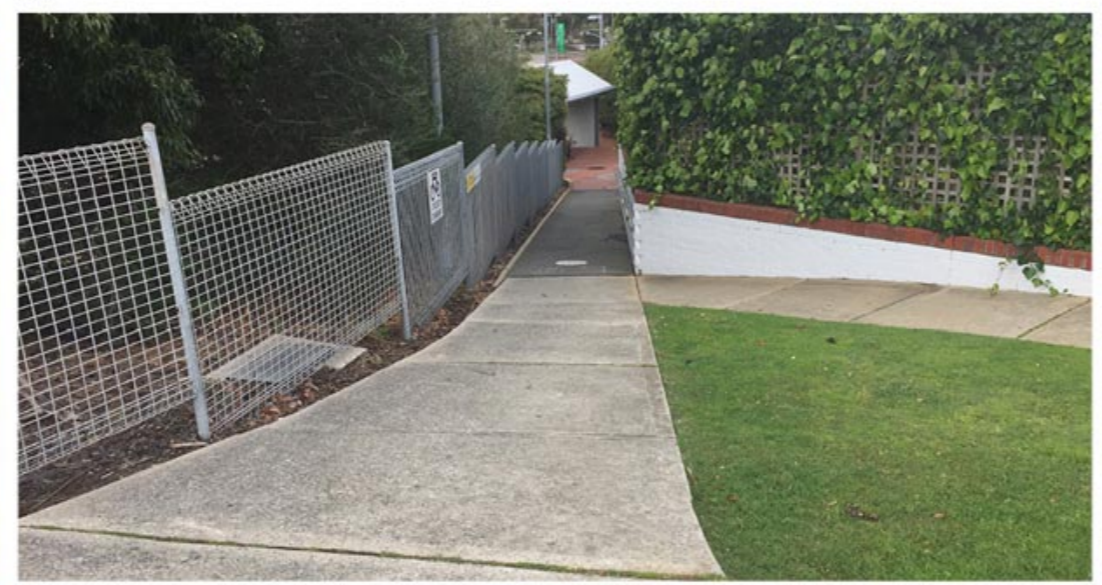
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PHOTOGRAPHIC SURVEY- IMAGES
SWANBOURNE VILLAGE- RESPONSE TO MRWA SCHEME
OCTOBER 2018

Suggested New Scheme: Photographic Survey Legend

