

# Congdon Street Bridge Replacement

Main Roads is planning for the future replacement of the ageing Congdon Street Bridge over the railway, next to Swanbourne Train Station.

Used by approximately 3,000 vehicles per day, this timber bridge is well over 100 years old, very expensive to maintain and has reached the end of its design life.

Replacing it with a modern structure will ensure it meets current safety and access standards, as well as clearance requirements for the Public Transport Authority's rail line, well into the future.

Four design configurations for the new bridge have been developed, taking into consideration location, cost, land requirements, impacts on the Norfolk Island pine trees on Claremont Crescent, parking impacts and potential disruption to businesses during construction.

Main Roads and key stakeholders, including the Public Transport Authority and the Town of Claremont, have indicated support for a preferred option that can be built while the existing bridge remains in operation and offers the community benefits like improved pedestrian and cycle paths and connectivity with local commercial hubs.

Funding for construction of the project is currently not available, however your feedback will inform selection and development of the preliminary bridge design over the coming months. This will ensure Main Roads is prepared when funding becomes available.



The Congdon Street Bridge is 107 years old and needs replacing to meet current safety and access standards



## The preferred option

### Saladin Street to Railway Street

A new alignment to the east of the existing bridge, between the existing Saladin Street roundabout on the north side of the rail and a new roundabout at Railway Street on the south side of the rail. The existing Windsor Street intersection with Railway Street could be closed via a cul-de-sac, subject to community feedback.

- Can be built while the old bridge remains in operation, minimising inconvenience to the local community, road users and adjacent business operators
- Pedestrians and cyclists will benefit from significantly enhanced shared path and access provisions
- Preserves the valuable stand of pine trees on Claremont Crescent
- Maximises parking provisions
- Supports future residential and commercial development opportunities

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

### Saladin Street to Railway Street



## What else has been considered?

The other options considered by Main Roads and key stakeholders were:

### Saladin Street to Parry Street

A new alignment to the east of the existing bridge, between the existing Saladin Street roundabout on the north side of the rail and a new roundabout at the intersection of Railway Street/Barnfield Road and Parry Street on the south side of the rail.

- ✓ Can be built while the old bridge remains in operation.
- ✗ Connectivity is less than the preferred option, because it directs road users, pedestrians and cyclists away from the community centre and shopping precinct.

### Saladin Street to Parry Street



### Widen bridge on existing alignment

A replacement bridge on the existing road alignment. The road and bridge would be widened on the east side to accommodate two northbound traffic lanes and one southbound traffic lane, both linking to T-intersections.

- ✗ Bridge would have to be closed for up to nine months during construction
- ✗ Potential impact on Norfolk Island pine trees

### Widen bridge on existing alignment



## Widen bridge on existing alignment with roundabout on Railway Street

A replacement bridge on the existing road alignment, however with a new 3-leg roundabout on Railway Street and a cul-de-sac at Windsor Street.

- ✗ Bridge would have to be closed for up to nine months during construction
- ✗ Potential impact on Norfolk Island pine trees

## Widen bridge on existing alignment - roundabout on Railway Street



### LEGEND:

- 1 SHARED PATH
- 2 PRINCIPAL SHARED PATH (PSP)
- 3 SWANBOURNE STATION RAIL PLATFORMS
- 4 MEDIAN PEDESTRIAN CUT-THROUGH

### NOTES:

1. BARRIER AND PATH EXTENTS ARE SHOWN INDICATIVELY ONLY. FOR PATH DESIGN COMPLIANCE TO AS1428, 1 SPIRAL RAMPS MAY BE REQUIRED BETWEEN SHARED PATH AND PSP. BARRIER EXTENTS TO BE CONFIRMED.
2. RETAINING WALL EXTENTS AND HEIGHTS TO BE CONFIRMED.

## Community information session

With initial planning and design work now underway, you are invited to our community information session to learn more about the Congdon Street Bridge Project. The project team will be available to explain the scope of works and answer your questions.

**Date:** Wednesday 24 October 2018

**Time:** 6pm

**Location:** Claremont Football Club  
Claremont Oval, 3 Davies Rd, Claremont  
Function Room One (enter via reception)

Find out how you can provide your feedback online by visiting the project webpage at [mainroads.wa.gov.au](http://mainroads.wa.gov.au) or [mysaytransport.wa.gov.au](http://mysaytransport.wa.gov.au)

## More information

**Email:** [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au)

**Phone:** 138 138



☎ 138 138  
✉ [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au)  
🌐 [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au)