

**Congdon Street Bridge Replacement Project
Community Liaison Group
16 November 2021
Meeting summary**



Date:	Tuesday 16 November 2021	Time:	18:00 to 19:30	Location:	DAC, Boodja Room, 1st floor (DAC Café West)
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Attendees:		
Craig Mansfield – PMD	MRWA	CLG Members: Victoria Rizzi – Strategic Planning Project Officer, Town of Cottesloe Gary Bradley Thea Samuel-Kaastra Alan Wilson Nicole de la Motte Charles Tucak Winston Foulkes – Taylor Steve Carre Mercedes Elliot
Caroline Carabott - PMD	MRWA	
Leanne Pitcher	Consultant	
Tom Axton - CC	MRWA	
Corinne van Straten - PSO	MRWA	

Apologies:

Town of Claremont – no representative available

NO.	ITEM / DETAILS	WHO
1	WELCOME & INTRODUCTION	ALL
	<p>Caroline Carabott (CC) welcomed all attendees, gave a welcome to country and thanked everyone for attending. She advised that the content of the meeting was to remain confidential until other stakeholders have been briefed. Members will be advised once the project webpage is amended and they can freely share the information.</p> <p>Attendees were asked to direct all enquiries to Leanne Pitcher.</p>	
2	PROJECT BACKGROUND & CURRENT STATUS	CC
	<p>CC gave a presentation (attached to meeting summary). Key points to note:</p>	



- Bridge is 111-years-old and Main Roads is currently inspecting monthly. It must be replaced and can't be retained as a pedestrian crossing for safety reasons.
- Current bridge doesn't meet PTA standards, including vertical clearance.
- PTA rejected the community's suggestion of a second structure for pedestrian/cycle access due to its proximity to the station
- Former endorsed option (Windsor St to Saladin St) has been reviewed. Fatal flaws found and it is no longer being pursued.
- Planning investigations have determined that Main Roads can fulfil its commitment to retain local access while a new bridge is built on the same alignment as the current bridge, using temporary bridging alongside the old bridge.
- Current bridge is a combination of wood & steel – doesn't meet PTA specifications.
- New bridge has to be a concrete structure due to location near ocean and required design life (120 years).
- Existing bridge is 4.4m vertical clearance from track. PTA want new bridge to be 6.3m but we can't achieve this without impacting the pavement on either side. Proposing 5.4m clearance which make grades to existing pavement realistic.
- New bridge concept features a 3m shared path on both sides, reflecting community desire for improved pedestrian/cycling connectivity.
- Temp bridge will have a 1.5 m 'click on' path during construction.
- Existing paths and ramps at station are substandard and must be removed. New ramps can't be built to achieve disability access requirements. As a result, we are proposing to include lifts to the station, subject to PTA approval.
- Dawson's outdoor nursesey will need to be relocated during construction, but can be returned to its current location once the new bridge is complete.
- The right turn to Claremont Cr from the bridge will need to be restricted during construction. Any future redirection traffic changes are subject to LGA consideration/implementation.

3	QUESTIONS	RESPONSE
3.1	Alan Wilson asked whether the new bridge would solve the problem of congestion at peak hour, when vehicles wanting to turn right to Claremont Cr hold up the traffic.	CC advised that MR was building a new bridge in the same location and it was possible the same situation would occur. However, she advised that MR has modelled the proposed redirection traffic flows as a result of the 'no right turn' during construction and it was up to the LGA to determine whether they wanted to consider this as a long term solution, as it was on a local road.

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3.2	Victoria Rizzi queried which of the options - the original endorsed option or the current proposed option - relieved the traffic issues at this location	CC advised that the original endorsed option is not constructable so it isn't being compared.
3.3	Charles Tucak asked why the original proposal was the subject of community consultation is it wasn't workable	Crag Mansfield (CM) advised that the previous option was considered constructable, however further planning reviews identified flaws.
3.4	Charles Tucak queried the vertical clearance at Ashton Ave and asked if we could get the vertical clearance from the previously endorsed option.	CC advised Ashton Ave is 5.4m. LP to fw vertical clearance from previous option to CT.
3.5	Steve Carre queried the elevation of the path and asked whether cyclists riding from Cottesloe to Claremont will notice the grades.	CC advised it will feel relatively flat.
3.6	Steve Carre said he was glad Main Roads had listened to community concerns but asked whether any trees would be affected by the temporary bridging.	CC advised one tree that has been planted will be removed, as well as only one car bay. No impact to Norfolk Pines on the northern side or the Norfolk Pines/date palms on the southern side.
3.7	Charles Tucak/Alan Wilson queried whether there was room for a roundabout at Claremont Cr.	CC advised no due to constraints incl. PTA rail reserve and LGA parking. Minister had committed not to impact parking, although it wouldn't fit even if parking was removed.
3.8	Charles Tucak noted that this design continues to send all traffic past Scotch College. Why not open up Barnfield Rd to provide secondary access.	CC said this has been modelled as part of a broader network study and presented to LGA for their decision as it is a local road.
3.9	Steve Carre said there is a strong community sentiment that the bridge should be designed as sympathetically as possible – not a brutalist architectural structure.	CC advised that MR has met design specs and standards but will continue to work with LGAs and PTA during the detailed design to see what aesthetic elements can be included. Draft Urban Landscaping Design Framework (ULDF) has been completed and will be subject to further consultation with the CLG to see what can be achieved. This considers options for bridge timber and steel remnants.
3.10	Steve Carre said it was an honour to be briefed as part of the CLG but queried their role going forward.	CC advised they would continue to be consulted, in particular on the ULDF. There was also a possible role for them in the upcoming Swanbourne Precinct Masterplanning exercise, being led by Metronet. Metronet to provide further information tonight.

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3.11	Nicole de la Motte queried whether there any cross sections of the proposed new bridge.	CC advised not at this stage, however the proposed new single span bridge is 23m wide (just over double the width of the current structure), with a single traffic lane in both directions, 2m median, 3m paths on each side and barriers for pedestrian safety. There will be a 7% grade from the bridge to Railway St and 5% to Claremont Cr and the pavement will need to be raised on each side to tie in.
3.12	Charles Tucak asked whether the median can be deleted to reduce the width.	CC advised it was required for breakdown/emergency access.
3.13	Gary Bradley advised he supported the inclusion of the median as it was good for safety/emergencies and achieved the design life of 120 years	Noted
3.14	Victoria Rizzi queried whether any artwork would form part of the bridge	CC advised this would be considered in detailed design.
3.15	Steve Carre asked whether any further information was available re. funding and construction timeframe.	CC advised that the project estimate was significant and further discussion was required with stakeholders to determine funding allocations. Metronet's precinct masterplanning also has to be completed before construction can begin.
3.16	Nicole de la Motte queried the need for such a big bridge and, in particular, the inclusion of 2 paths	CC/TA/LP advised that pedestrian connectivity was one of the biggest issues raised by the community in 2018 and paths were needed on both sides of the bridge to achieve the desired level of connectivity. CM advised that while the proposed bridge is bigger than the current one, it has the smallest possible footprint and is the result of exhaustive planning investigations.
3.17	Thea Samuel said the dual paths were great as they provided improved connectivity and safety.	Noted
3.18	Charles Tucak asked whether MR could again discuss the option of a second structure for pedestrians with PTA.	CC advised that this option was investigated as a ministerial commitment but refused by PTA. LP to send CT technical information about why the second bridge was not supported by PTA.
3.19	Winston FT queried whether an artist's impression of the proposed new bridge could be provided	CC advised she would make a request to senior management for this, noting it is an expensive exercise
4	METRONET SWANBOURNE PRECINCT MASTERPLAN STUDY	MC

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	Mark Carolane gave a presentation (attached) regarding the Swanbourne precinct masterplanning exercise and advised that Metronet would be inviting CLG members to participate in this process, if interested. The proposed Congdon Bridge design and location will be considered as a fixed constraint in this process – masterplanning will consider its integration into the broader precinct.	
5	QUESTIONS	RESPONSE
5.1	Victoria Rizzi queried why Metronet was undertaking a masterplanning exercise, not a structure plan	MC advised this was the State Government's due diligence as part of the market-led proposal to establish what is possible on the site.
5.2	Charles Tucak queried whether Metronet were considering lowering the railway line.	MC advised not at this stage. The railway line and new bridge proposal are fixed constraints.
5.3	Mercedes Elliott queried whether the PTA's recently-built signal station will remain.	MC advised that the masterplanning will consider whether this needs to be relocated.
6	NEXT STEPS	
6.1	LP to send email to CLG attendees re. opportunity to participate in the Metronet masterplanning exercise	
6.2	LP to distribute meeting summary and advise attendees when the webpage has been updated	

Note: items for action are noted in red