

Evolution the bridges of the old course of the river Turia in Valencia. Origins, effects and relationship with the urban planning and mobility plans



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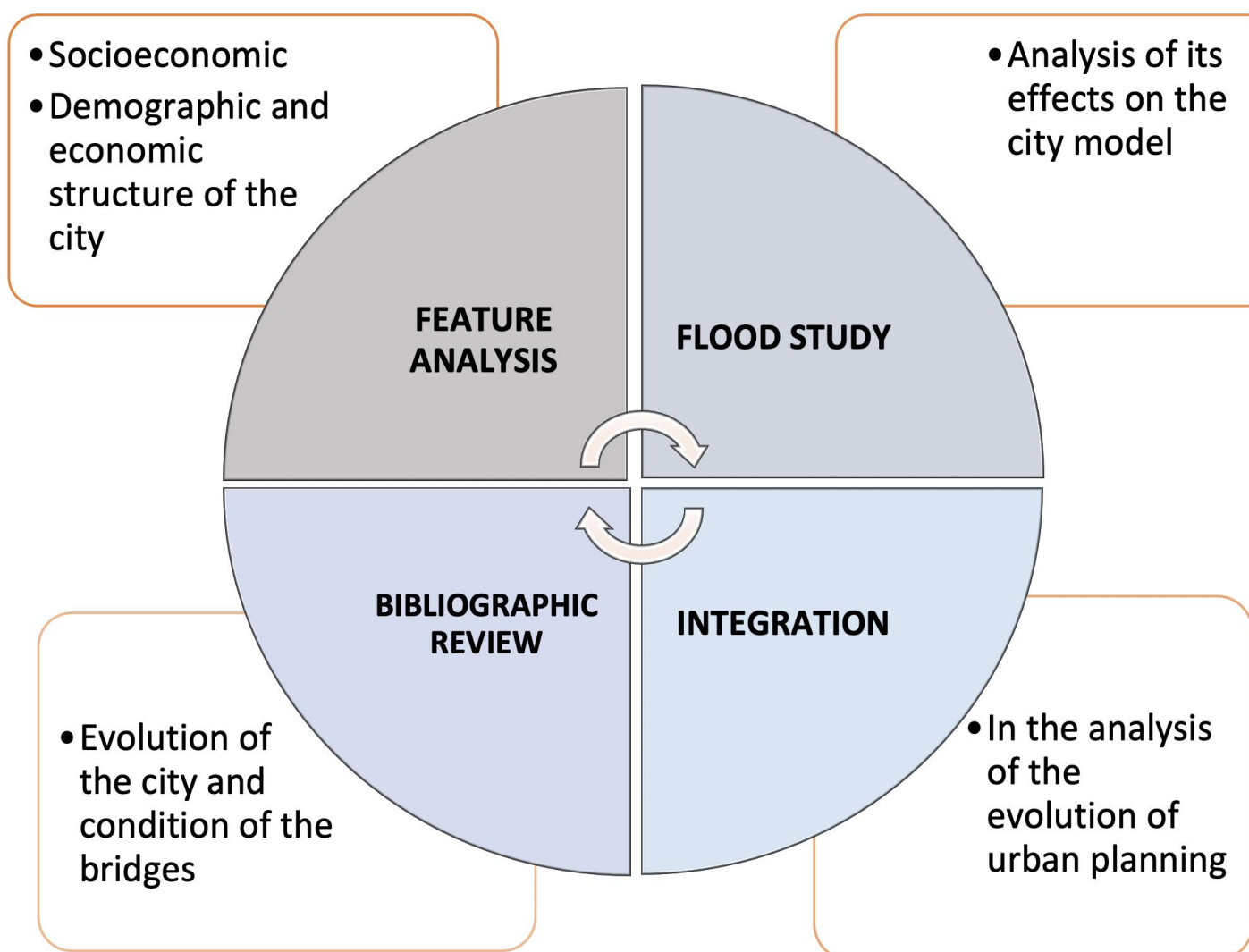
Mains objectives

To locate the bridges that have existed in the city of Valencia (Spain) since its origins and analyse how these have influenced both the location and formation of the city, as well as its subsequent urban development.

Contextual Background

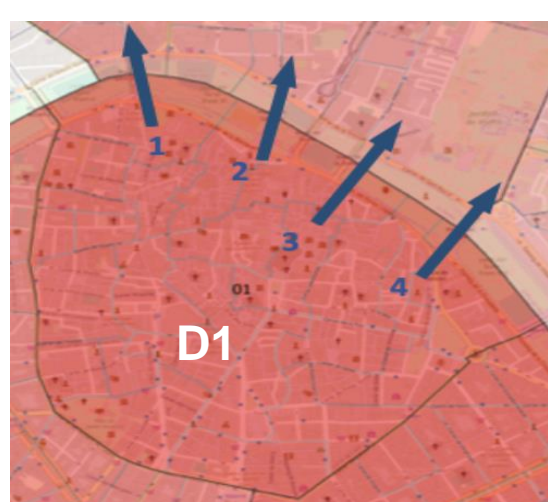
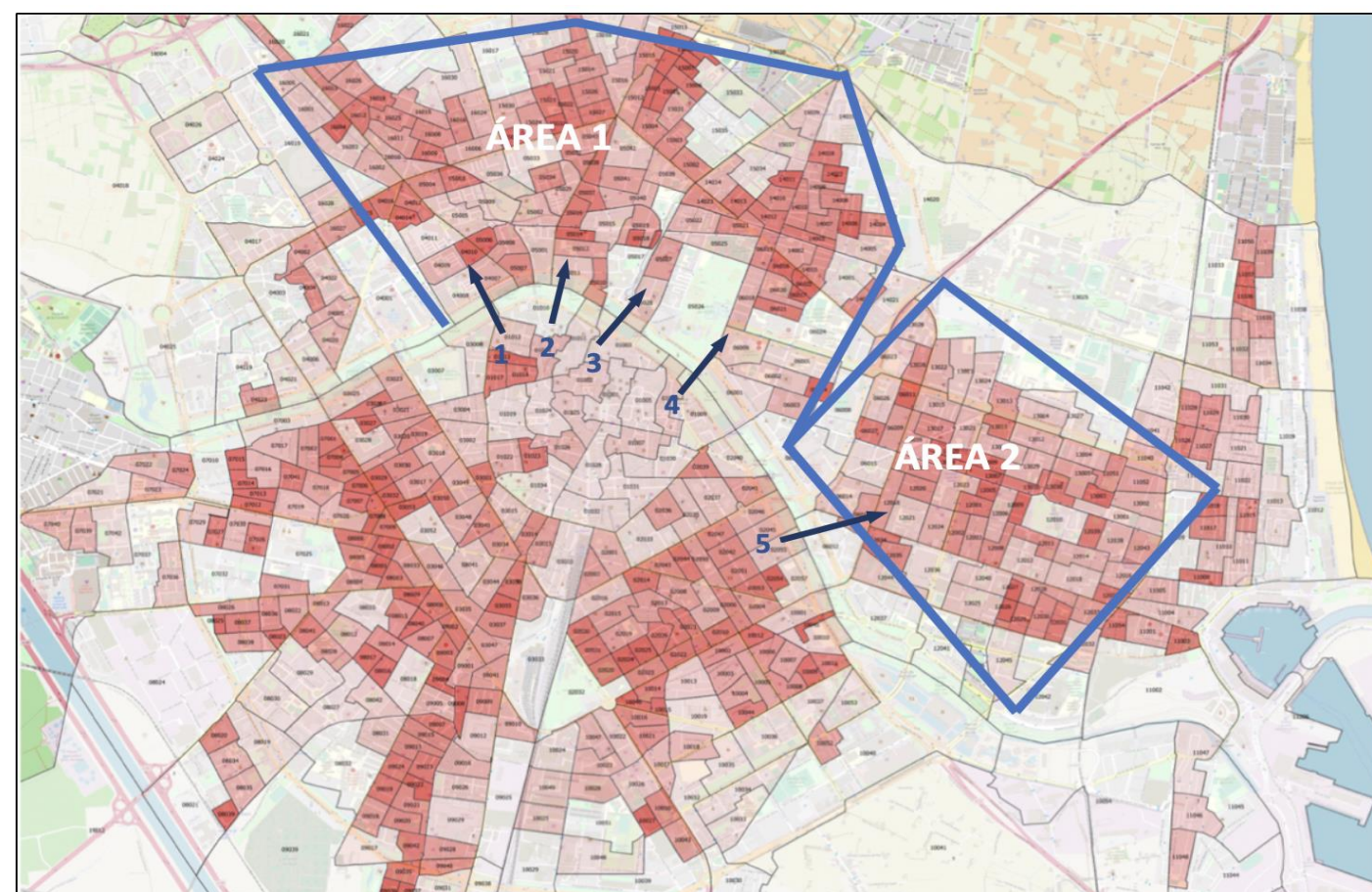
- The particular relationship of the city of Valencia with the River Turia, has been decisive in its evolutionary process, with the bridges possibly being one of the main influences that the city may have had in this process.
- The analysis will be divided into three stages coinciding with three relevant milestones that occurred in the city of Valencia that generated shocking transformations without return: **STAGE 1** (period in which the city is part of an island) **SATGE 2** (the land on which it sits stops being an island and the city faces the River Turia only through the northern arm of the river) **STAGE 3** (diversion of the riverbed, great transformation of the river, the bridges safeguard a gap in which a large park is located).

Methods

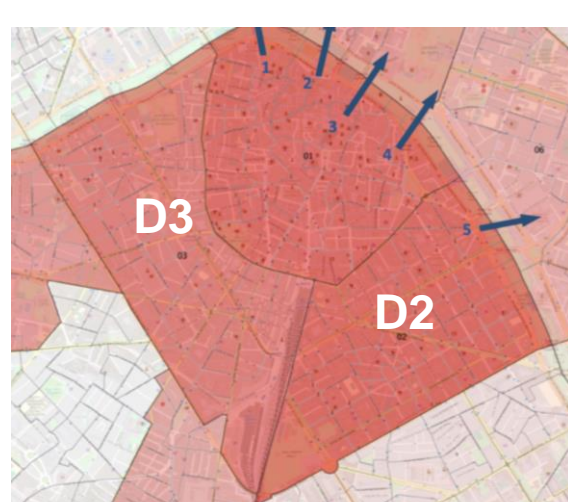


Results

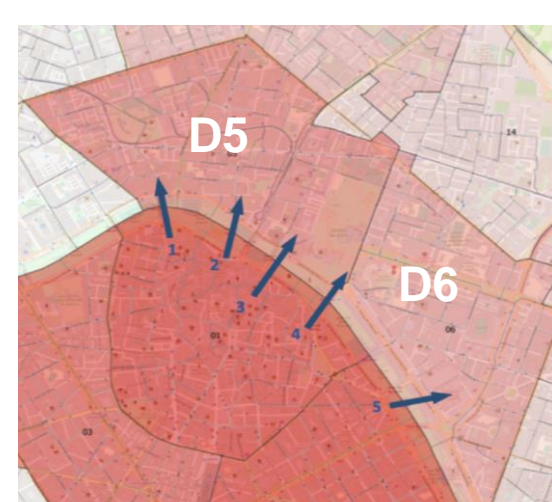
GROWTH AREAS INFLUENCED BY BRIDGE LOCATIONS



DISTRICT 1
Age of housing between 50 and 54 years, coinciding with the historic center. Streets grouped together without an apparent order, origin of the city.



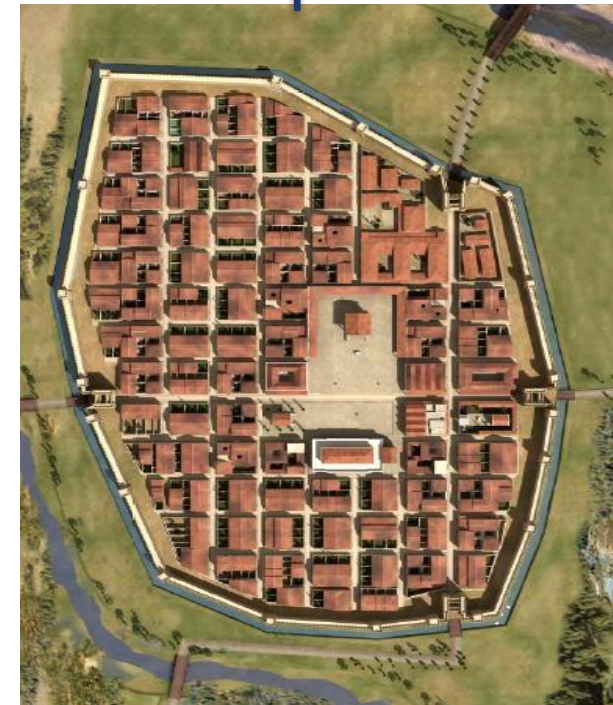
DISTRICT 2 Y 3
Average age of the Housing between 42 and 54 years, Ensanche period of the city. More orderly urban structure, rectangular streets and wide blocks.



DISTRICT 5 Y 6
They correspond to the left bank of the channel that links directly to the 5 oldest bridges in the city. Newer and more orderly street layout, typical of the beginning of the 19th century and whose housing age is between 40 and 47 years.

RESEARCH STAGES

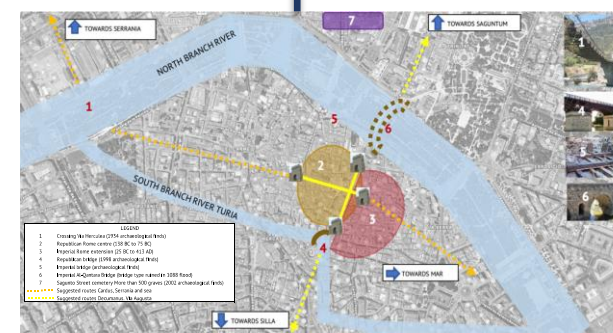
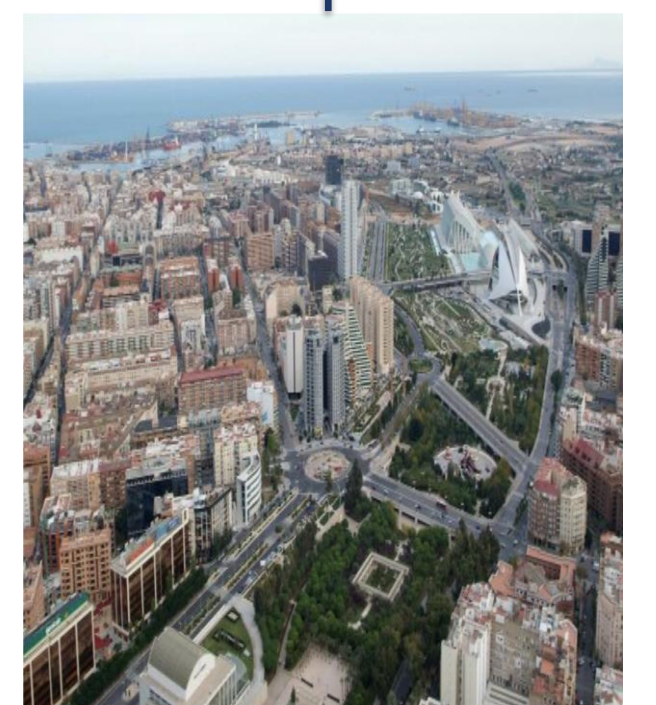
STAGE 1: From the origin to the 13th century



STAGE 2: From the 13th century to the 19th century



STAGE 3: From the 19th century to the present



The Findings in Context

STAGE 1: This first stage already published in the article "*Bridges over the Turia River: Genesis of the urban city of Valencia*" has allowed us to reveal the existence of three bridges, authorship, location and period of use. It is important to have been able to justify the possible location of the "*Al-Qantara Bridge*", the first Stone Bridge in Valencia that is known and that to this day, there has been disagreement about its location and possible authorship. Furthermore, this Bridge marked the constructive generator of the sections of the Via Augusta as it passed through the region.

STAGE 2: Beginning of the Christian era and with it the first urban regulations. Period of generation of bridges, in their first stone phase and which are preserved to this day. Need to build bridges with greater resilience in the face of strong rises in the riverbed.

SATGE 3: Boom in bridge construction. The Industrial Revolution, together with a marked demographic growth and urban expansion plans, forced the construction of bridges that mark the development guideline on the other bank of the river. To this fact we must add the flood of 1957 that transformed a riverbed into a dry one, resulting in a large garden area.

Conclusions

GENERATION OF TWO PERIODS OF FUNCTIONALITY:

FIRST PERIOD: The city was born practically behind the river, but the construction of bridges has given it a turn, developing it on the other side of the riverbed. The layout and certain configuration of these bridges has conditioned not only urban expansion, but also the type of socio-economic development generated, as well as the fluidity of communication between both sectors.

SECOND PERIOD: Urban Form → Equitativity between the margins of the river. The integration of the channel has been generated fundamentally by three aspects:

1- The urban expansion that equalizes the amount of population between the two sectors.

2- The change to a landscaped channel that modifies the concept of a river by being passable and enjoyable.

3- A reasonable number of bridges that facilitate circulation between both sectors without denoting that it really is a depression of land.

References

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