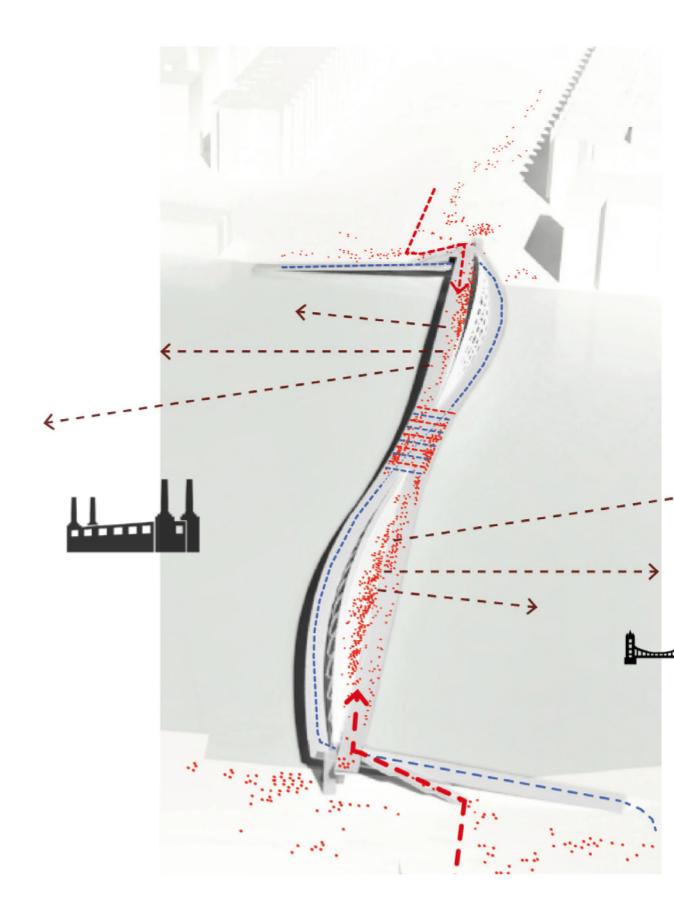
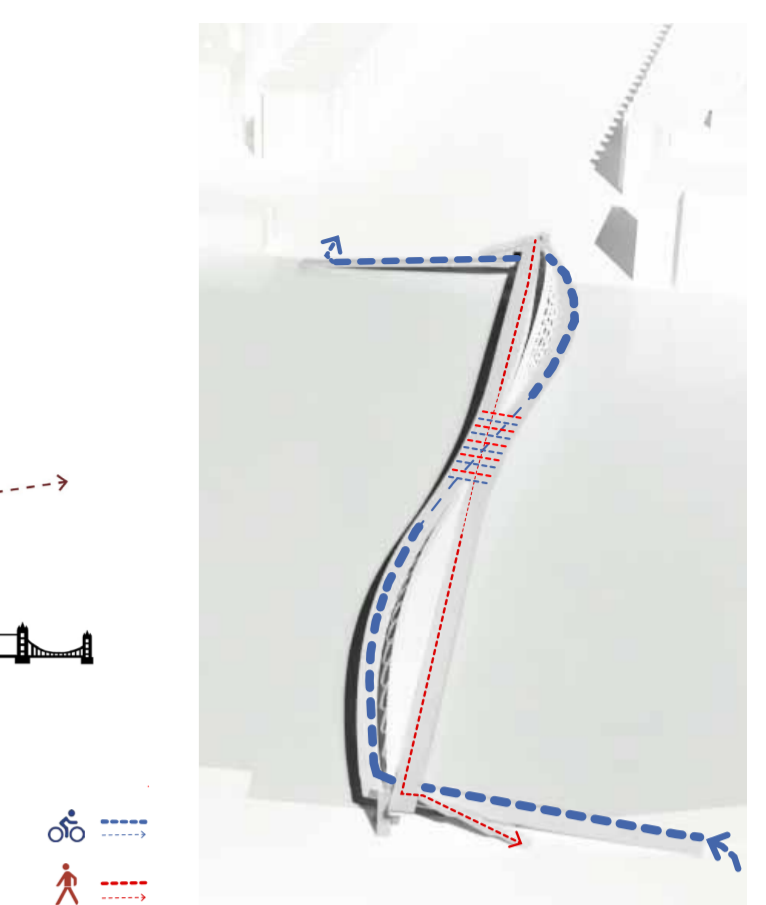


- Existing and planned public spaces within proposed location of the bridge
- parks / public spaces
 - bicycle routes
 - pedestrian routes
 - cycle hire docking stations
 - underground stations and train stations
 - planned underground stations
1. Pimlico gardens
 2. Seating public area on the bridge
 3. River walk planned open space / south landing of the bridge
 4. River walk planned open space
 5. US Embassy
 6. Linear park



Using the bridge during the weekend, slow bicycles, crowd lingering, enjoying the views from the steps.



Using the bridge during the week, fast bikes commuting, few people crossing

Challenge 1: integrating bicycles and pedestrian traffic

Cycles and pedestrians are on separate tracks to allow cycles to be on a steeper slope than pedestrians. This contributes to a better continuity, allowing the implantation of ramps on both sides of the bridge.

Challenge 2: height across the river and the inherent access issues

The bridge ensures 150m by 10.96 m navigation clearance. The height of the bridge on each bank is thus very important and has to be resolved with stairs and lifts for pedestrians. An alternative steeper path is offered to the cycles permitting an uninterrupted crossing using the ramps. The access structures will have a minimum impact on the public realm.

Challenge 4: place making across the bridge and at its landing points

The footbridge has to be a link, we want it to become more than a functional device, a place where you spend time and pleasure at various speeds, where you can take advantage of the urban landscape, of the water movement, of the tide, and during the night a balcony where you share the sky and the city lights.

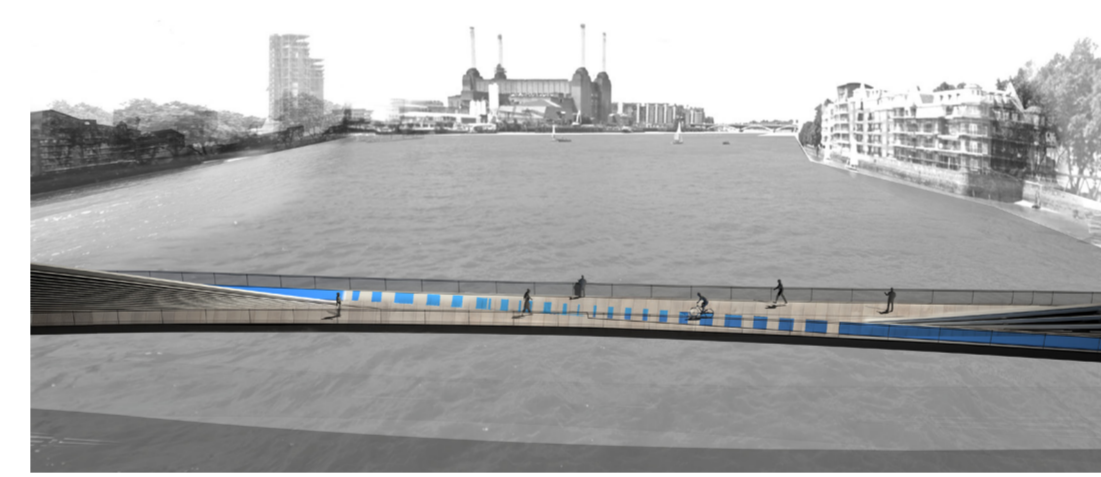
THE FOOTBRIDGE AS A PUBLIC SPACE: A BALCONY OVER THE THAMES RIVER



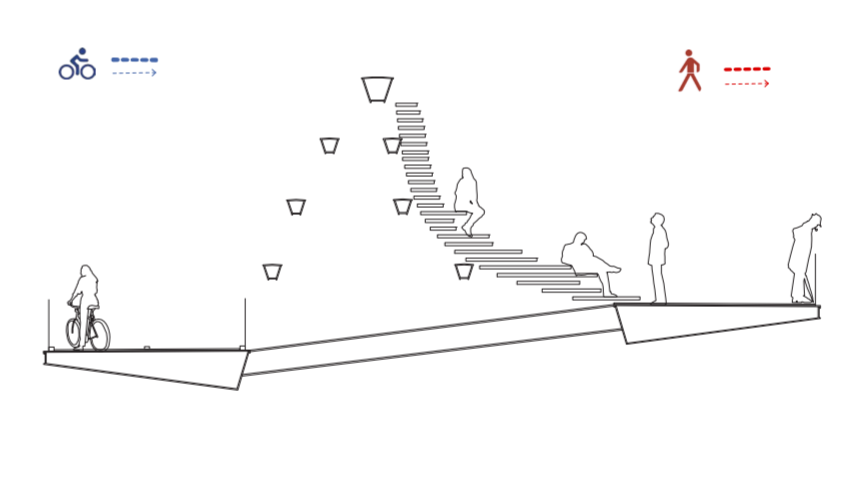
The North Bank, an historical approach



Bleachers over the Thames River



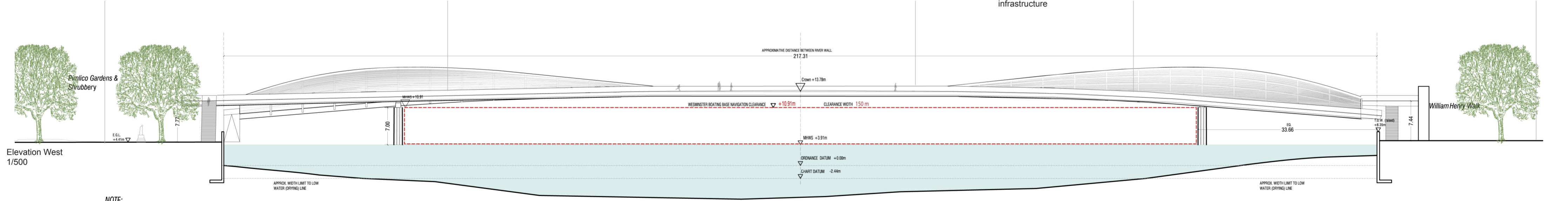
Towards Battersea, a shared balcony in the middle of the River Thames



Separate paths for pedestrians and cycles, different ways of using the infrastructure



A contemporary approach to the Nine Elms bank



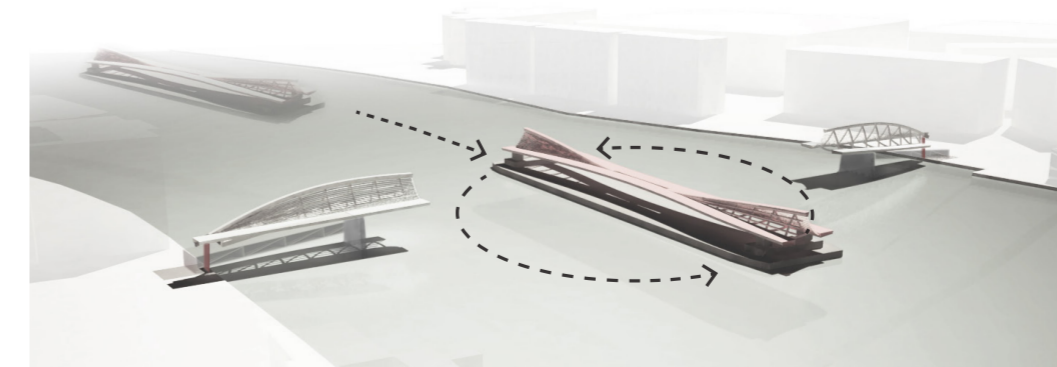
NOTE:

Challenge 3: Phased construction to ensure that river traffic can continue

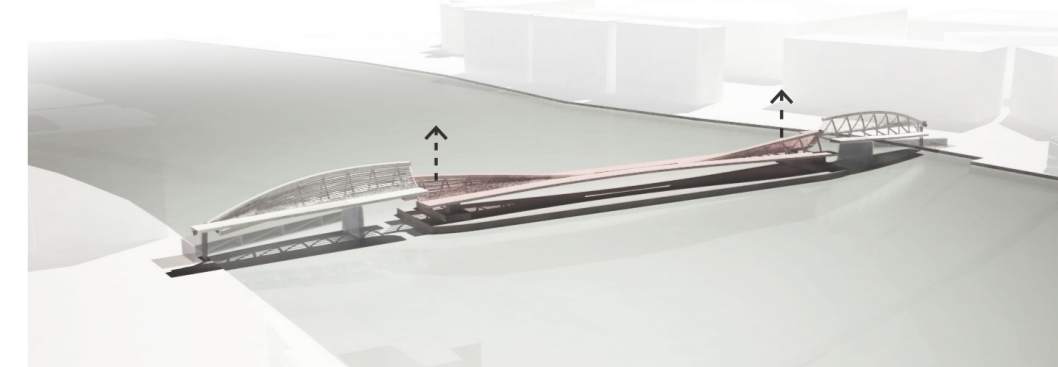
- Phase 1**
Construction of the foundations, piles and abutments
Temporary bridges are installed between each abutment and the nearest pile. No extra bearing in the river is needed.
- Phase 2**
Construction of the side spans on the temporary bridges.
No extra bearing needed and limited transported and lifted volume. No heavy lifting.
- Phase 3**
The central span already constructed in an allocated area downstream is brought to the site and turned into position.
- Phase 4**
The span is lifted with string jacks attached to the side spans.
Only one operation of a few hours is needed: the disruption of the river traffic is minimal. No temporary bearing and no heavy lifting machinery needed.



Phase 1 and 2: Piles, temporary bridges, and side spans



Phase 3: Bringing the central span



Phase 4: Lifting the central span



THE FOOTBRIDGE AS A PUBLIC SPACE: A BALCONY OVER THE THAMES RIVER

The new footbridge in London is going to be a Landmark, we want it to become a generous public space shared over the Thames River.

It has to be a link, we want it to become more than a functional device, a place where you spend time and pleasure at various speed, where you can take advantage of the urban landscape, of the water movement, of the tide, and during the night a balcony where you share the sky and the city lights. Between the sky and the ground, the footbridge offers various paths to the pedestrians and the cycles, the structure express the movement of the forces, gives life to gravity.

The structure is the smooth, curve and generous expression of the tensions in the steel modeling, is a promenade where the forces meet the walk, where the public place is widely open to the city, a room open to the skyline of London.

The pleasure of a bearing structure transformed in benches, terraces, seats offered to everybody as a tool to be part of the city, to be a citizen careful, watchful, seduced by the glamour of the urbanity, attentive to the others, being part of the urban scene.

The manufacture of this performing structure is unique, specific, drew for this meander of the Thames River. It takes place here and nowhere else as an image of a generous modernity, attentive to the situation, developed with lightness and frugality. A unique structure developed with sensibility and performance: A place to be.