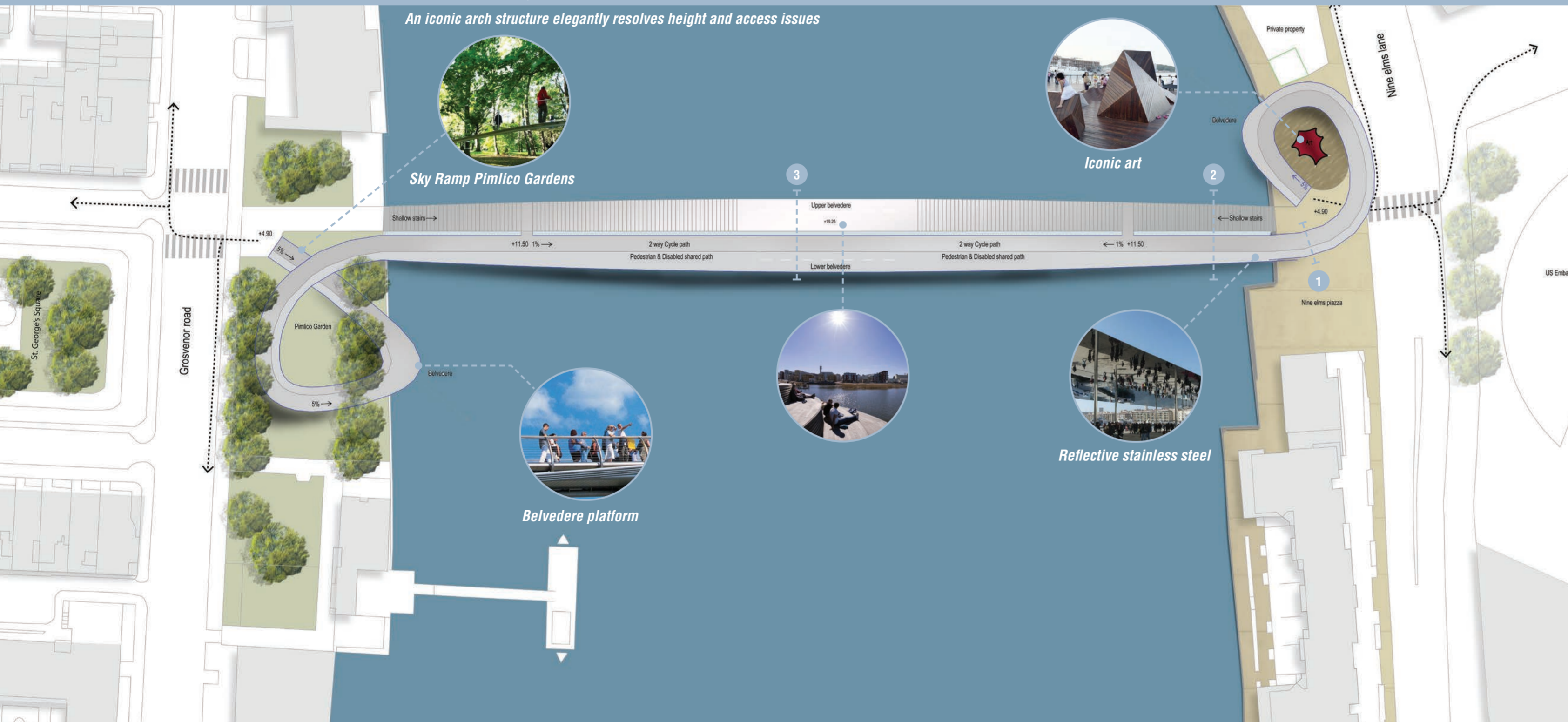


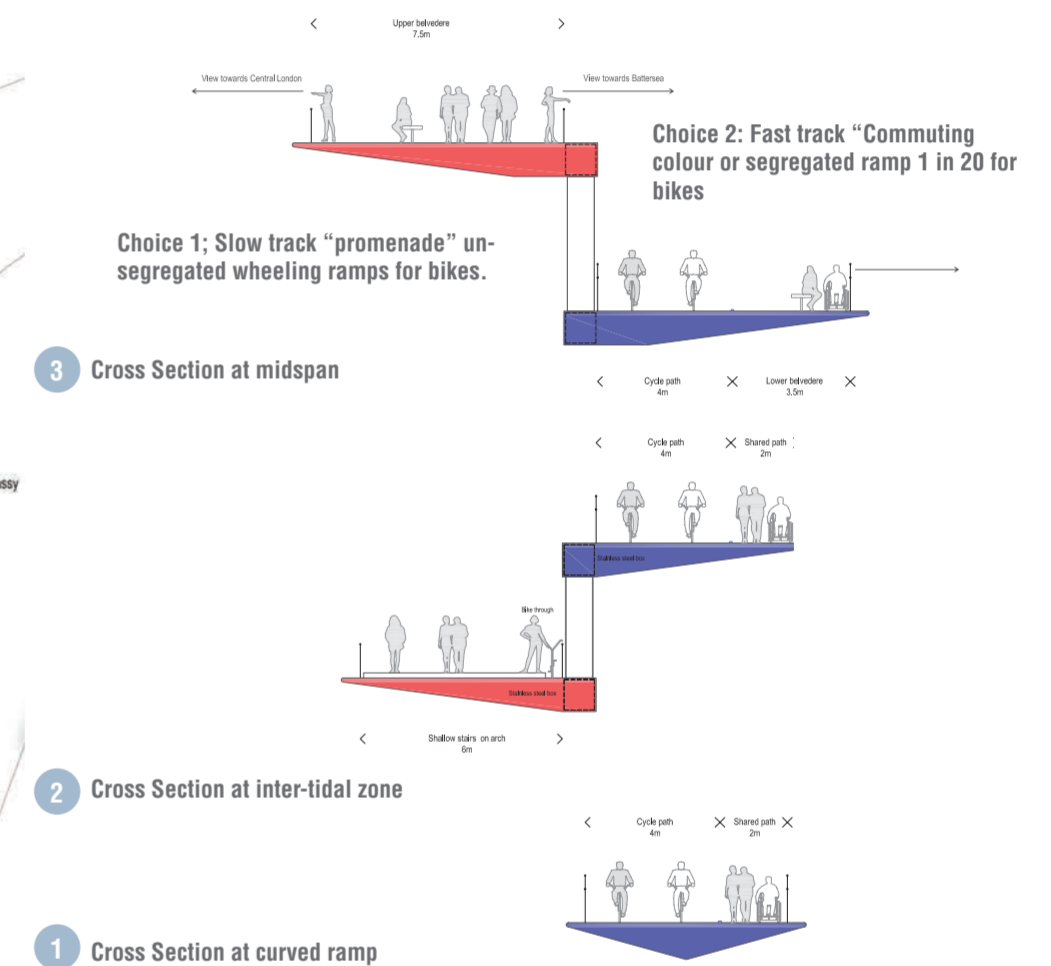
**TECHNICAL INNOVATION;**

*An iconic arch structure elegantly resolves height and access issues*



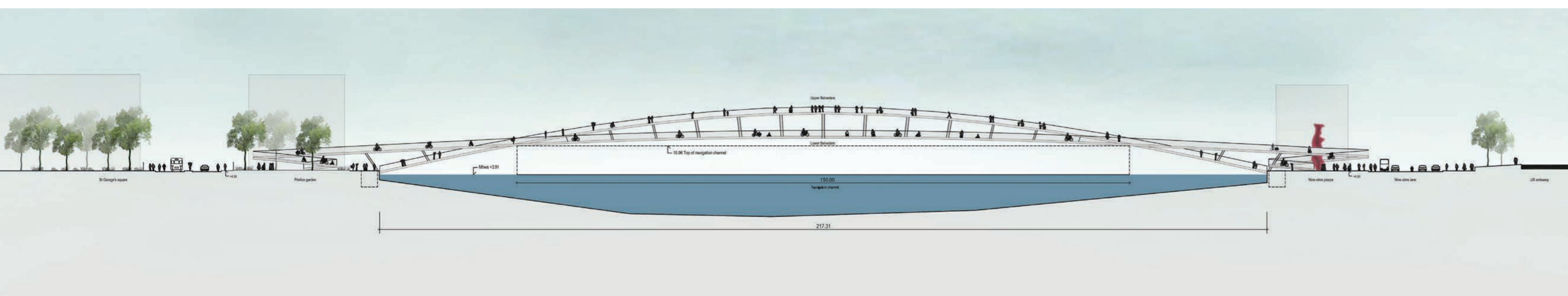
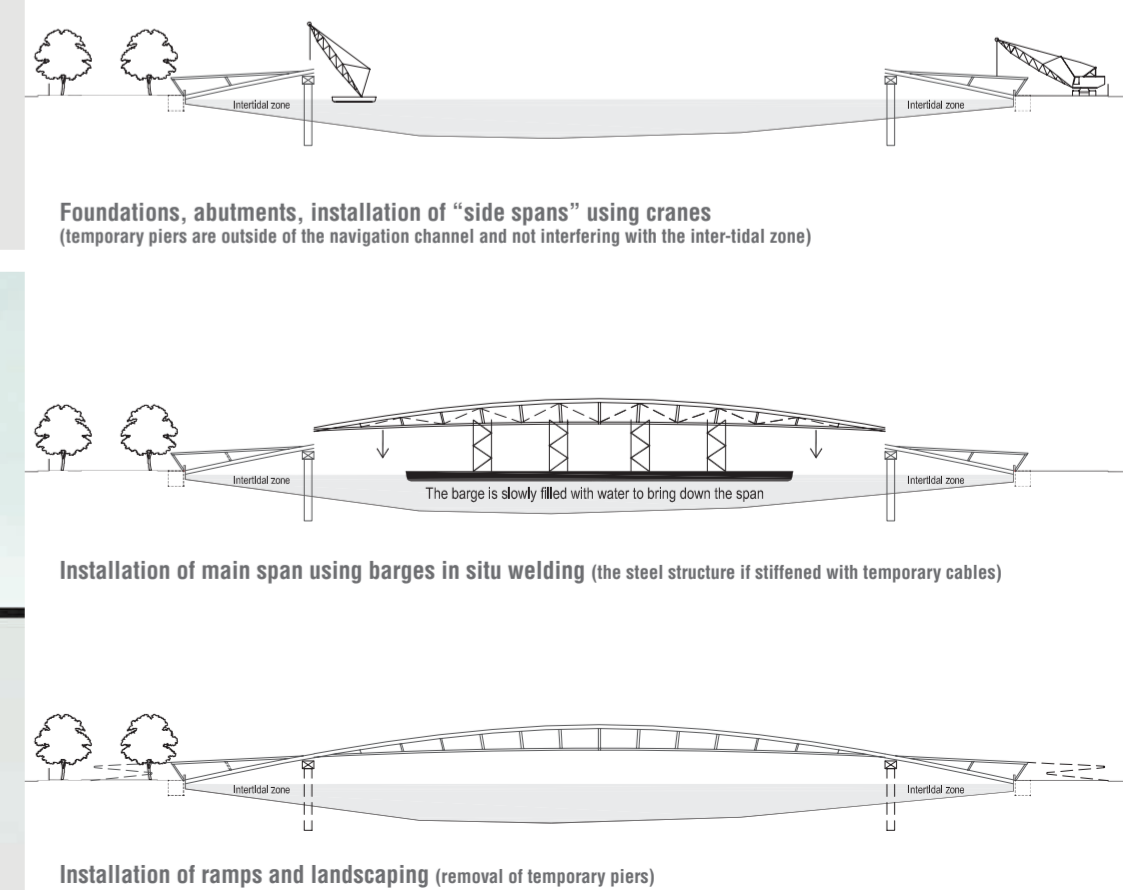
**UNIVERSAL ACCESSIBILITY;**

*Integration of a dedicated cycle lane that links with cycle highways and differentiation of pedestrian shared space.*



**SIMPLE CONSTRUCTION;**

*A phased construction allows river traffic to continue*



#### CREATING A CONTEXTUAL LANDMARK

This innovative bridge will celebrate London's past and future. It connects the different worlds; of the magnificent history of Pimlico, and the public spaces at St George square, with the former industrial area of Nine Elms, characterised by large scale waterfront developments with new landmarks. The ultra-slender profile provides a new identity with a subtle structure, the first significant arch footbridge in London. Its long span, user friendly experience and timeless presence will form a symbol of elegance and modernity.

#### UNIVERSAL ACCESSIBILITY; INTEGRATING CYCLE AND PEDESTRIAN TRAFFIC

The bridge will serve all users: pedestrians, cyclists, mobility impaired people and families with strollers. Its architectural shape - two intertwined decks - is a direct expression of how things are connected in real life. Commuters will enjoy a 'fast track' straight deck with shallow curved ramps, which safely combines two lanes for cyclists and one path for pedestrians and disabled. Londoners and tourists will enjoy a 'slow track' promenade in the sky. They will walk directly on top of a slender arch spanning the whole river. The arch will be fitted with shallow stairs and a bike through.

#### DIVERSE PLACE MAKING ACROSS THE BRIDGE AND AT ITS LANDING POINTS

Pimlico's magnificent trees are integrated and respected by a ramp that is a lightweight cantilevering structure that carefully traces a path in-between the treetops. The ramp widens over the Thames to allow a viewing platform and on the bridge itself, and a unique experience when climbing the arch. At the crown, the deck will widen to form an upper belvedere with seating and windshields. Where the intertwined decks meet, a lower belvedere will connect both experiences. On the South bank, the cantilevering ramp will surround an extraordinary piece of art linking the bridge to the area's history.

The opportunity to create a range of experiences during the development of the concept design presents its self here. Our team can imagine linking the turbine hall at Tate Modern with Battersea Power Station, or an installation which might celebrate the original bronze age crossing. The space will allow Londoners to express themselves visually.

#### HEIGHT ACROSS THE RIVER AND THE INHERENT ACCESS ISSUES

This bridge spans the river without intermediate piers, perfectly clearing the 150m PLA navigation channel. The concept of the straight deck with a 1 in 20 gradient ramp provides continuity for cyclist and avoids using an elevator. It guaranties that disabled people and cyclists will be able to cross the river at any time, independent of mechanical or electrical failures.

#### PHASED CONSTRUCTION TO ENSURE THAT RIVER TRAFFIC CAN CONTINUE

The bridge is designed as an efficient and durable steel structure. The main span consists of two stainless steel boxes which are connected with brackets to form a composite arch-truss. The absence of piers in the river drastically diminishes the environmental and river traffic impact during construction and service. The main foundations will be built behind the river walls with no impact on river traffic. Part of the steelwork will be installed from the banks on temporary piers located outside of the navigation channel. The central part of the bridge will be fabricated out of site and will be installed from barges in a single 12 hours operation.