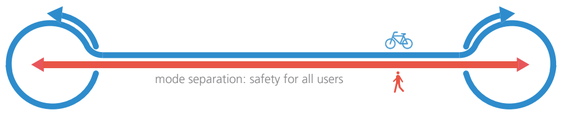
1 INTEGRATION OF PEDESTRIAN AND CYCLE TRAFFIC 1

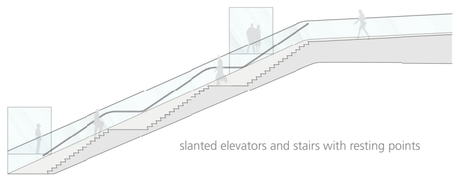
Our bridge design provides maximum comfort and safety for both cyclists and pedestrians, by:

- *creating clearly visible dedicated zones for both users, on the bridge and at the landings;*
- *providing comfortable ramps for cyclists, stairs for pedestrians and elevators for all users;*
- *connecting the bridge with the current and future infrastructure in a safe and logical manner, providing a safe and comfortable onward journey.*

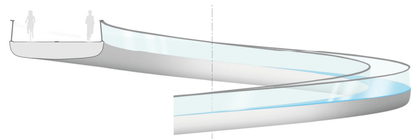
The bridge will be used by a wide variety of users, from pedestrians enjoying a walk to cyclists travelling at commuting speeds. Mode separation has internationally proven to be key for providing a safe traffic environment.
Good onward connections are of equal importance to the bridge, and will add considerable value to the investment. We propose incorporating segregated cycling infrastructure on important routes such as Grosvenor Road, Nine Elms Lane and Wandsworth Road.



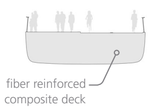
mode separation: safety for all users



slanted elevators and stairs with resting points

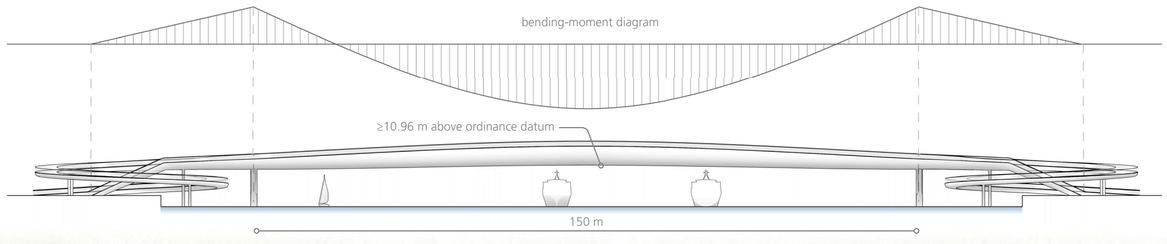


circular ramps with resting points



fiber reinforced composite deck

deck with spacious separated paths for pedestrians and cyclists



2 HEIGHT OF BRIDGE OVER RIVER, INHERENT DESIGN & ACCESS ISSUES 2

We will ensure maximum ease of access for all users by applying the highest British and international standards for cycling and pedestrian infrastructure, as well as combining efficient construction principles with state of the art composite materials.

Our design comprises a circular ramp at each end of the bridge, with the deck connected to stairs and elevators. For the main span we will construct a box girder, a proven and efficient construction principle. The ramps and stairs will act in part as a counterweight for the bridge in such a way that it becomes a cantilevered structure.

Ensuring a high level of service for pedestrians and cyclists is critical to the success of this project. We aim to make the ramps less steep than 1:20. The deck consists of a 5 meter wide cycle path and a 4 meter wide footpath. The glass fence and absence of construction above deck level enables pedestrians and cyclists to safely navigate and enjoy the spectacular views.

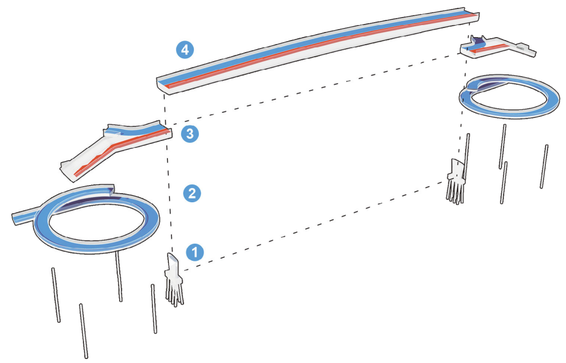
functional and architectural lighting integrated in parapet and deck

3 PHASED CONSTRUCTION ENSURES THAT RIVER TRAFFIC CONTINUES 3

Our lightweight and slender bridge enables fast and easy construction, without unnecessarily hindering river traffic. The deck will be prefabricated and transported in segments on barges. The main span of the bridge will be lifted in position and mounted in only a couple of hours.

The bridge is made from fibre-reinforced polymers, a material widely used in areas such as aviation and nowadays a common material in bridge construction. The construction of the bridge consists of the following steps:

1. Construction of foundations and piers. In the river: drilling piles from barges, creating a temporary cofferdam using sheet piles, pouring underwater concrete to create a watertight layer, pouring the piers in a steel formwork to create the smoothest surface possible.
2. Putting the ramps in place from the land, together with the first part of the bridge spanning ten meters beyond the piers, this way avoiding closure of navigation on the Thames.
3. Building the stairs and elevators.
4. Placing the main span. The main span will be lifted in one section in position using cranes mounted to the barges. Due to the light weight construction we will not need heavy cranes for the lifting work.

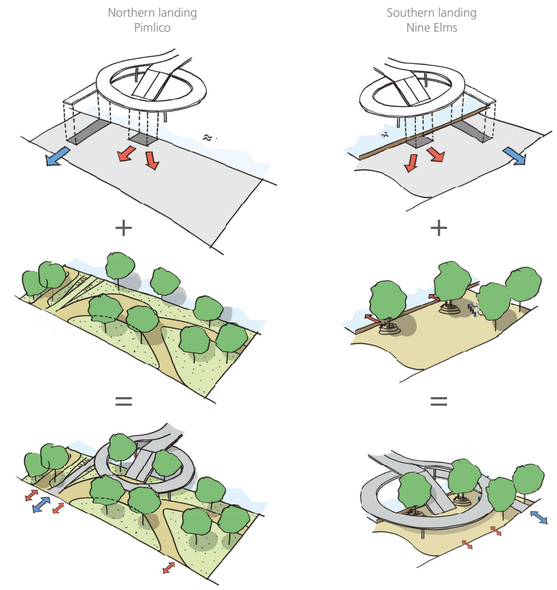


4 PLACE MAKING ACROSS THE BRIDGE AND IT'S LANDING POINTS 4

Together with local stakeholders (residents, councils, Westminster Boating Base), we will transform the landing sites into attractive public areas. Both landings will be lively places where it's possible to get close to the waterfront and enjoy spectacular views over the Thames.

At the northern landing, we will retain the characteristic trees of Pimlico Gardens, minimizing the footprint of the ramps and stairs. We propose replacing or upgrading Westminster Boating Base, enabling it to continue its charitable work.

The southern landing will become an urban public square, reflecting the prestigious modern atmosphere of Nine Elms. A bike-sharing docking station will enable residents to cross the bridge and travel to Central London. Terraced benches offer great views across the Thames.



London Loops