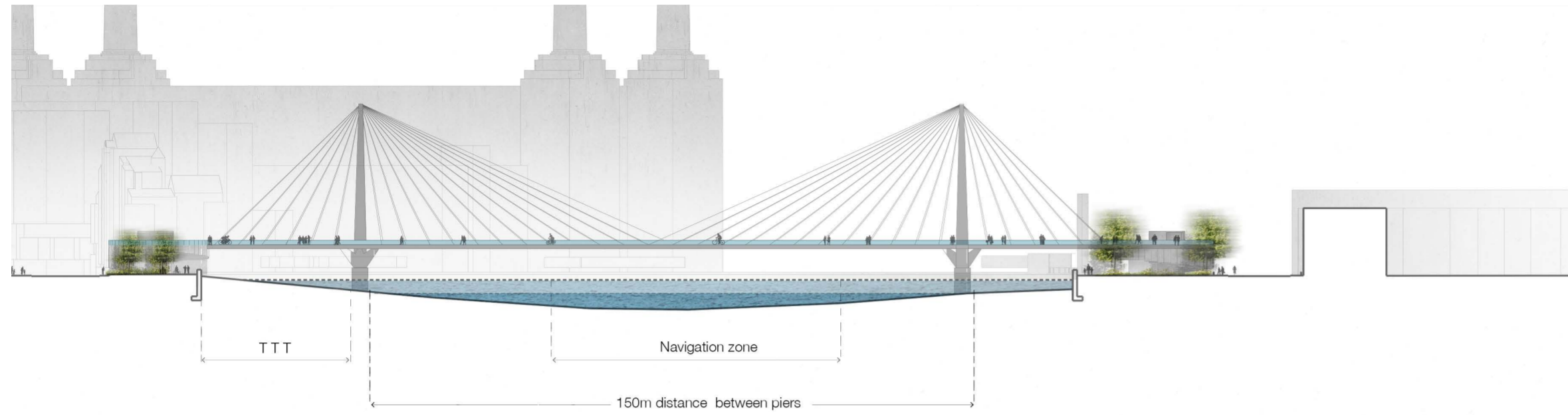
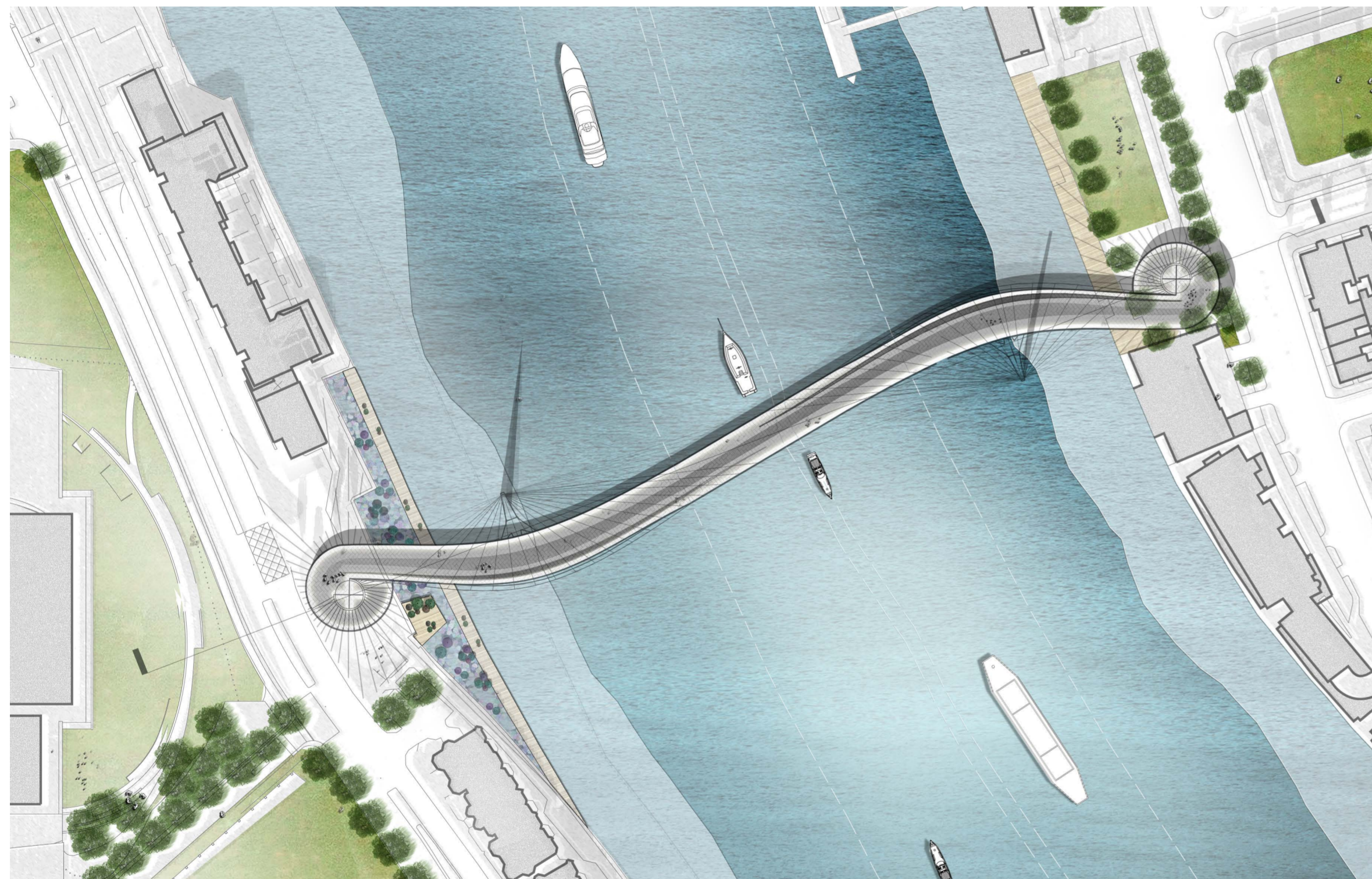


Nine Elms to Pimlico Bridge Competition
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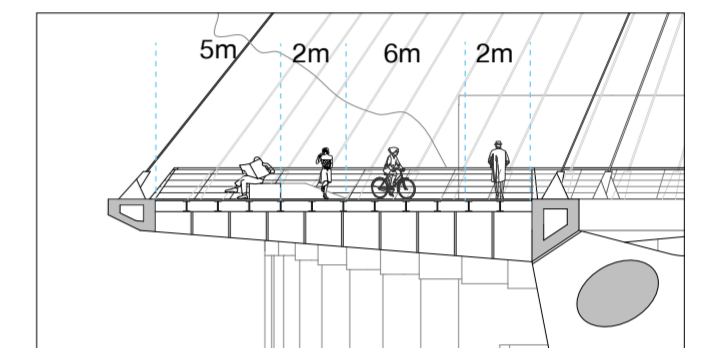
East Elevation in Context, Scale 1:1250.



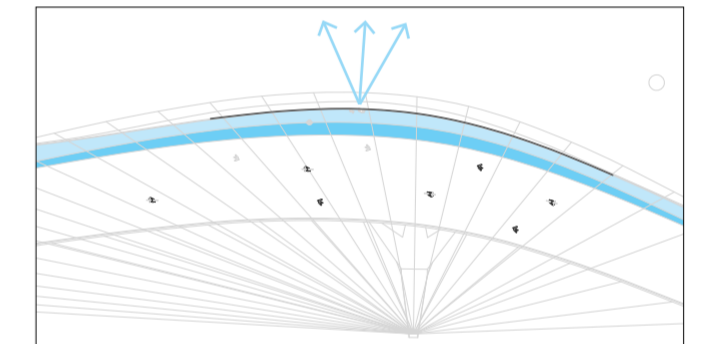
Site plan, 1:1250



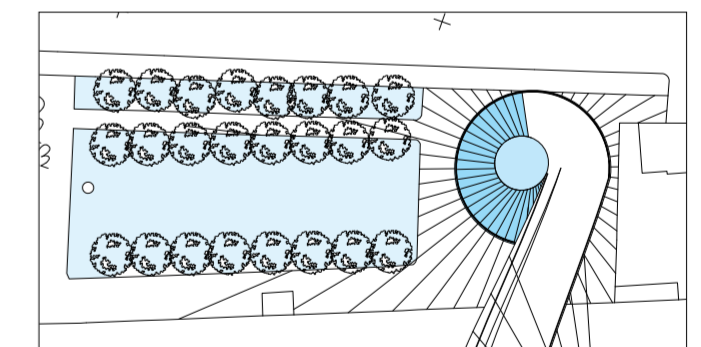
Nine Elms Landing Point



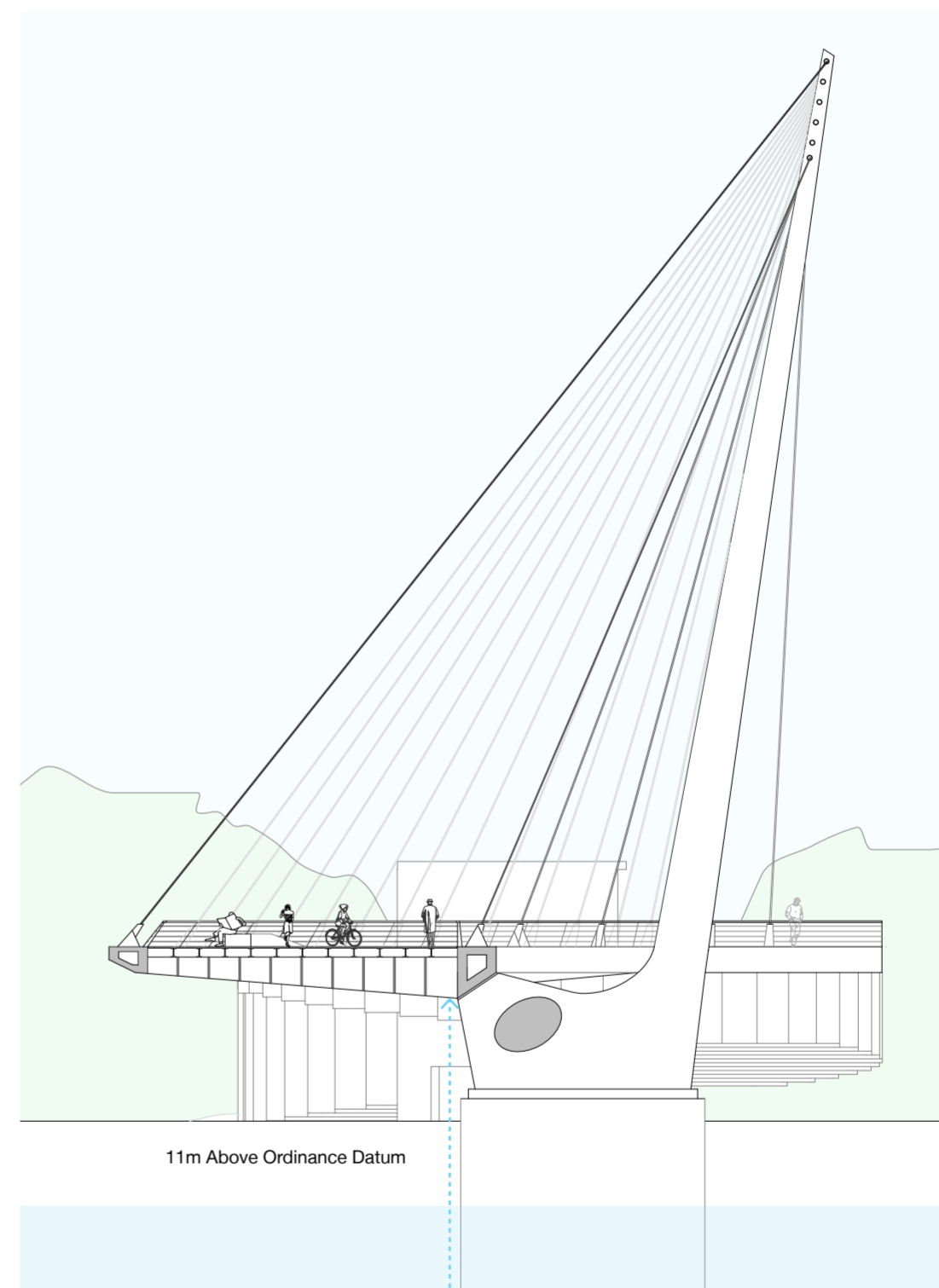
The bridge deck is 8 meters wide at the most narrow point and gradually widens to 15 meters at each mast location. These dimensions provide the necessary space for both pedestrians and cyclists to cross the bridge safely.



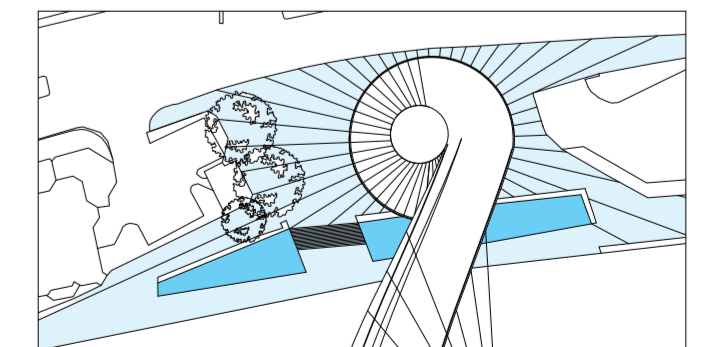
As the bridge widens, a space is created for pedestrians to linger and enjoy the views up and down the river. A bench also provides a moment to pause and acts as a barrier from the movement of people.



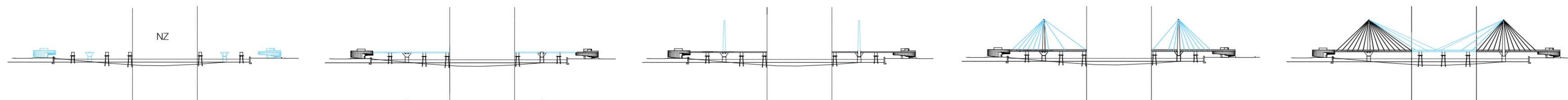
The bridge can be accessed via a spiral staircase with a bicycle wheeling ramp as well as two large lifts. This compact design minimises the impact the bridge has on each landing point, which provides more ground floor area for the new public spaces.



Detailed cross section showing the height of the bridge above ordinance datum, 1:250



The large spiral stair will become a centre piece for the new public spaces and will give these new places their own unique character, especially when incorporated with a unifying landscape design such as the above. This approach can be used on all of the proposed sites.



Construction Sequence

Stage 1:
_Construct the landings on both banks.
_Construct the foundations and lower section (up to deck level) on the pylons using river cofferdams.
_Install temporary bridge deck support trestles outside the navigation channel, using jackup barges.

Stage 2:
_Use cranes to install bridge deck sections that span between the temporary supports and the lower sections of the pylons.

Stage 3:
_Use cranes to install the masts.

Stage 4:
_Install cables and attach to deck.

Stage 5:
_Install deck sections within the navigation channel, using jackup barges.
_Install central cables.
_Remove temporary bridge deck support trestles

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The crossing of the Thames along the western stretches of central London has historically been characterised by a drive to draw value across the river from the north to the south banks. In Vauxhall and Nine Elms today and in the future there is an opportunity for the new South Bank to offer value back across the river to the north and create a new dynamic between the two banks of the river and the communities around them and beyond. The New Pimlico Bridge will join an established and a brand new residential area together across the longest un-connected stretch of the Thames and establish the new district of Embassies, retail / commercial uses and the Flower Market as major piece of central London. In doing this it will form a vital new connection between the Boroughs of Wandsworth and Westminster not only bringing together the areas immediate to the bridge but also those further afield both to the north and south. Our proposal for the Pimlico Bridge takes this marriage as the starting point a design where two elements become combined into a single form that celebrates the spanning of the water.

The bridges to the west of London are characterised by elegant suspension structures with tall masts and a network of supporting cables that define special moments for crossing the river. They provide a vertical counterpoint to the wide open spaces and distant views of west London and create memorable night time spectacles when illuminated at night. Our proposal establishes a pair of tall masts that support a cable stayed structure with a web of fine cables that radiates around the bridge like strings on a musical instrument. This musical theme has been taken further in our design which creates a gently curving form which flows across the river and focuses views up the river towards the Power Station on the northern side and down the river towards Westminster on the southern side. The two halves of the bridge are identical – a mirror of each other – one representing each Borough. The two elements of the bridge meet with a kiss at the centre marking and crossing the Borough boundary.

The main deck of the bridge is elevated above the waterway but where it meets each bank it is connected by a pair of spiral stairs that allow the flowing design to gently meet the new public spaces on each side of the river. As well as the flowing stair a main circular lift core provides fast and level access from street to bridge following in the tradition of the foot-tunnel entrances in Greenwich and Woolwich to the east. The bridge looks to create new places where it meets the bank but also, by separating cyclists and pedestrians on the main deck, it provides resting places along the bridge to allow an appreciation of the scale and grandeur of the river and the emerging city of which it will form a vital new part.