## Concept

The bridge is seen as a splash of water rising up from The River Thames.

## Structure

Starting with a standard grid system of steel girders and by twisting the forms in a double helix we can create a unique and beautiful feature whilst still maintaining the structural integrity required.

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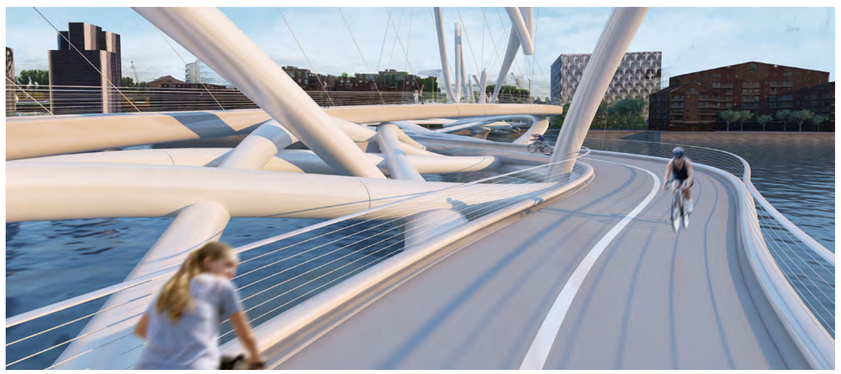
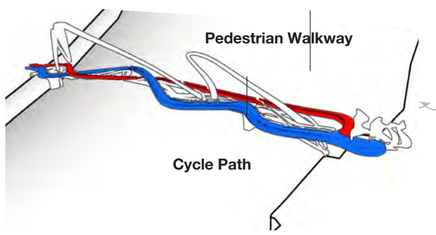
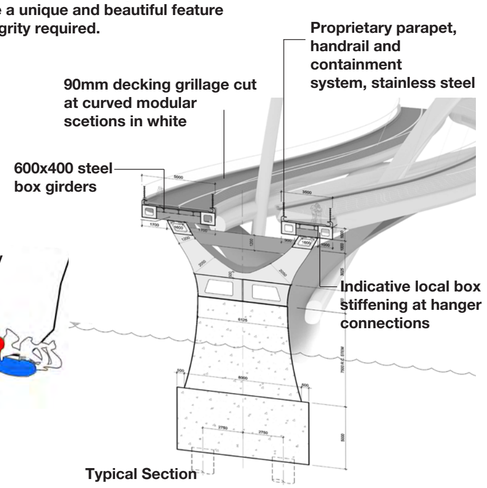





Function Diagram




Typical Section

### Challenge 1 - Integration of Cycle and Pedestrian Traffic

The bridge design splits the cycle and pedstrian traffic into two separate lanes. By doing this we ensure safe and efficient access across the river and uninterupted cycle and pedestrian lanes. By creating a meandering series of paths both views of the river can be enjoyed an different intervals

### Challenge 2 - Place making across the bridge and it's access points

The North Bank access utilises two new staircases and an accessible ramp for the disabled and bicycles. The South Bank holds 2 new glass lifts for bicycles and the disabled and a new pedestrian staircase. The design of the bridge has been carefully integrated into the landscape on both sides.

### Challenge 3 - Height accross the river and the inherent access issues

The bridge reaches the required clearence of 10.96m as stipulated in the feasibility study. Spans between columns are at 150m as required. Accessibility at both ends of the bridge are via stairs, lifts and ramps.

### Challenge 4 - Approach to construction to minimize impact on the river

Temporary mast and backstays will be built on both banks with temporary piers, ahead of built piers, put in place. The main masts and structure will be made from steel and prefabricated in a factory and brought onsite in sections via barge then crained into possition. This is seen as the most efficient and least disruptive method of construction.