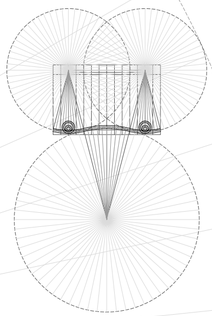
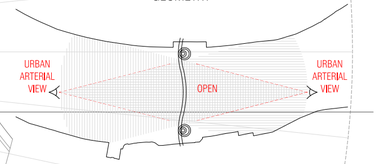
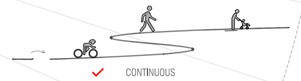
065 | PIMLICO TO NINE ELMS BRIDGE

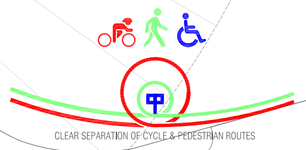


GEOMETRY



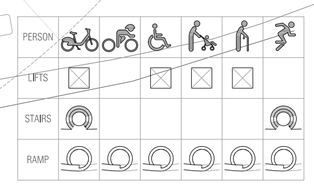
MINIMAL STRUCTURE ALONG URBAN RIVER VIEW CORRIDOR



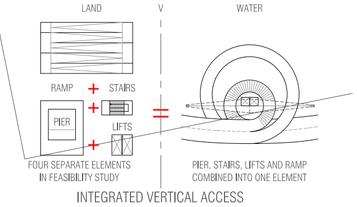


CLEAR SEPARATION OF CYCLE & PEDESTRIAN ROUTES

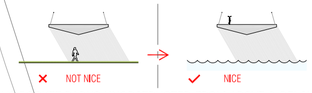
INTEGRATED SMOOTH JOURNEY FOR ALL USERS



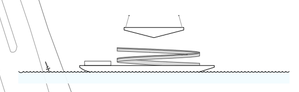
DIVERSITY OF CHOICE



INTEGRATED VERTICAL ACCESS



N/S POCKET PARKS UNOBSTRUCTED FROM ABOVE & BELOW



PREFABRICATED STEEL SUPERSTRUCTURE DELIVERED IN LARGE LENGTHS BY BARGE TO MINIMISE ROAD & RIVER DISRUPTION

PLAN 1:750

Stage 1b submission

Nine Elms to Pimlico Pedestrian and Cycling Bridge

Team 65

The design concept takes the position that the path for cyclists/pedestrians/pushchairs/wheelchairs should be a smooth continuous path for ease of access onto the bridge. By utilizing the tidal zone between the river wall and 150m navigation channel, a DDDA compliant 1:21 ramp is achieved allowing bicycles and pushchairs to easily negotiate the level change whilst offering pedestrians a panoramic view of the Thames. The path divides into two spirals, stairs and ramp, both wrapping around the lift/structural mast, creating a diversity of choice in a single unique spatial form.

The spiral is positioned over the tidal zone to minimise land take hence allowing for pocket parks with no overshadowing from above structures to form on both North and South yet clear of the 150m navigation channel. These parks are now able to comfortably resolve the cross-overs between cyclists and pedestrian from the road & sidewalks whilst still allowing ample space to sit & relax.

LIGHT LANDING

The proposal takes the view that any structure such as stairs, ramps or lifts on land would significantly impact the connection between city and bridge resulting in a severed link both environmentally, with heavily overshadowed spaces, or functionally, as land side structures would reduce the ability and distances required to transition both pedestrians and cyclists coming from 2 directions safely onto the bridge and thus reducing the number of users of the bridge.

CHOICE

Whether it's a family with a baby pushchair, a cyclist, a jogger, someone in a wheelchair, a pedestrian; by merging stair, lifts and ramps into one compact singular structure, a myriad of choices is offered.

UNTANGLING

The individual paths of both pedestrians and cyclists are carefully calibrated between the inside and outside rings of the spiral & bridge so that no paths cross maintaining a high degree of safety and ease of movement flow.

At the tangent where pedestrian & cyclist spirals intersect are 2 integrated lifts per pier. This tangent incorporates the supporting pier below and structural masts above.

STRUCTURE

The most important, most valuable asset in a city is its river. In London, the Thames forms a sinuous view corridor that allows the city and all its inhabitant to breathe visually and this corridor must be protected at all costs. The structure is designed to minimize to the maximum extent obstruction to this urban view corridor. In order to achieve this, the spanning structure utilizes only 4 cables with no cables across the central portion of the span.

CONSTRUCTION

Construction would be in prefabricated steel superstructure delivered in very large lengths by barge to minimize road and river disruption.