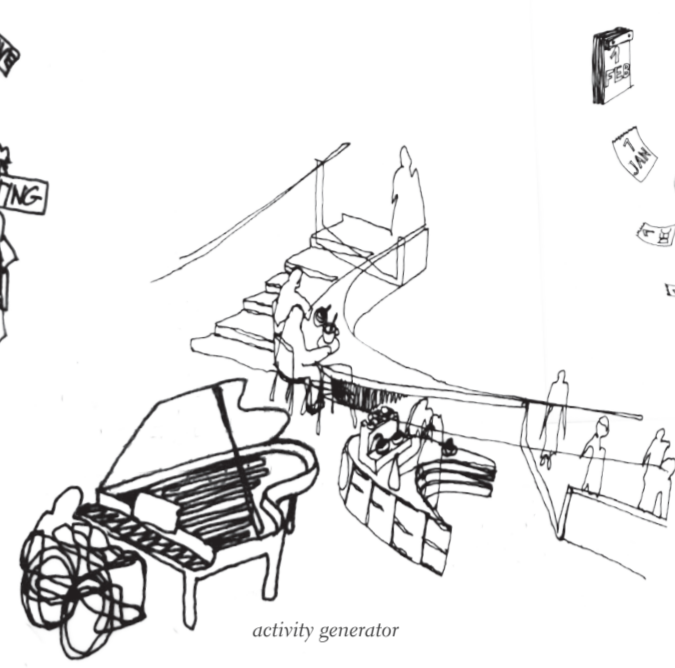
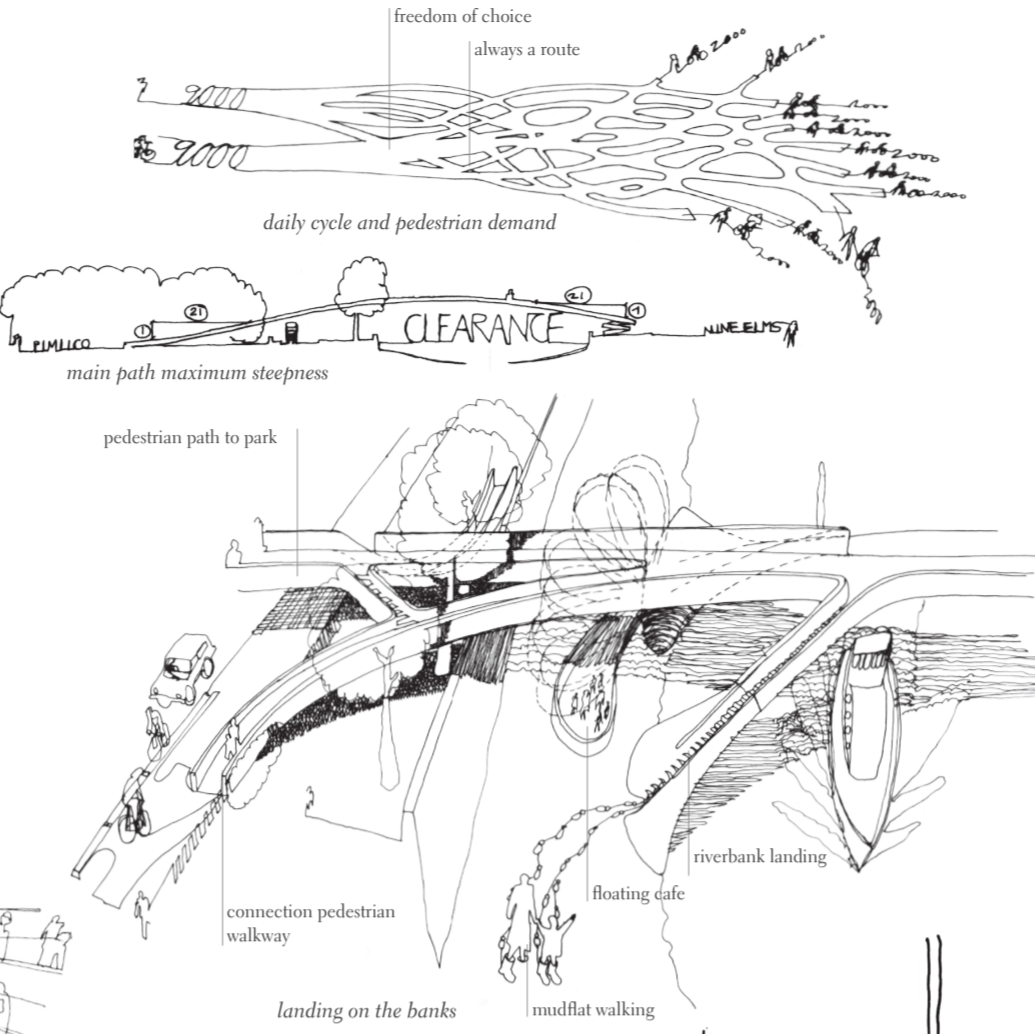
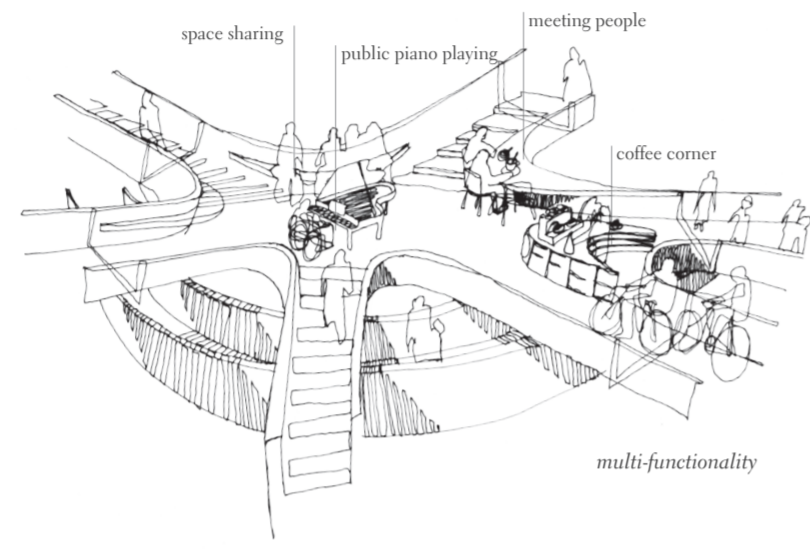
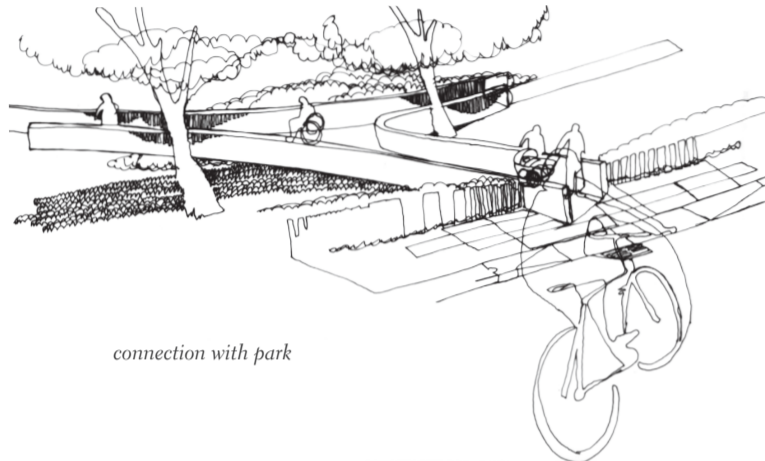
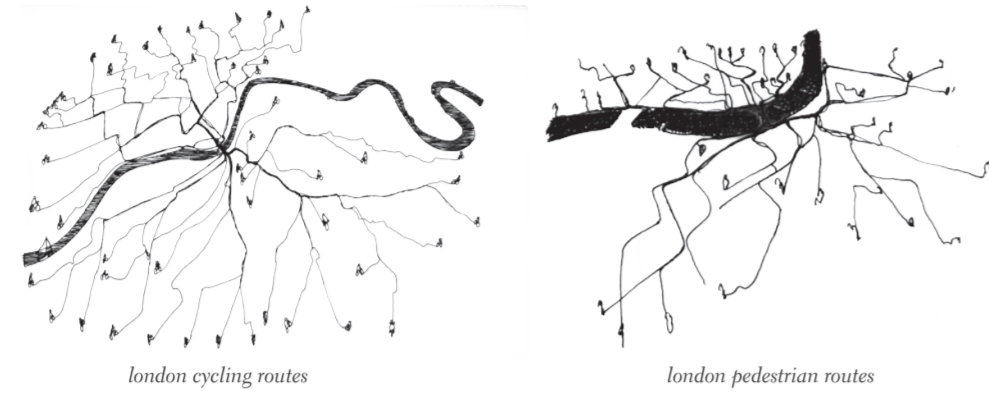


**SPATIAL**

Freedom of choice is the starting point for the bridge design. From whatever direction you approach it, there is always a route and direct access to the bridge. Once you're on it you can change your route depending on your destination or mood. Place making is the second. The bridge will act as both crossing and public space. Multi-functionality and shared space are the key words for that. Small businesses such as coffee corners, small shops, fish and chips, newsstands and also meeting places are incorporated in the connections of the paths on the bridge which will accommodate both pedestrians and cyclists. At the same time the bridge connects to all the main existing and future pedestrian and bicycle routes of Nine Elms and Pimlico and the greater area of the city of London. The bridge provides for many interconnected ways to cross the river. Various routes and parts of routes present a variety of challenges for users. Some routes are disability accessible while others are not; for instance having steeper gradients or making use of stairs. One route which passes through the centre of the structure is both accessible for disabled users and is of increased width to provide cyclists with a direct and speedy crossing of the river. Obviously the bridge meets all the required planning

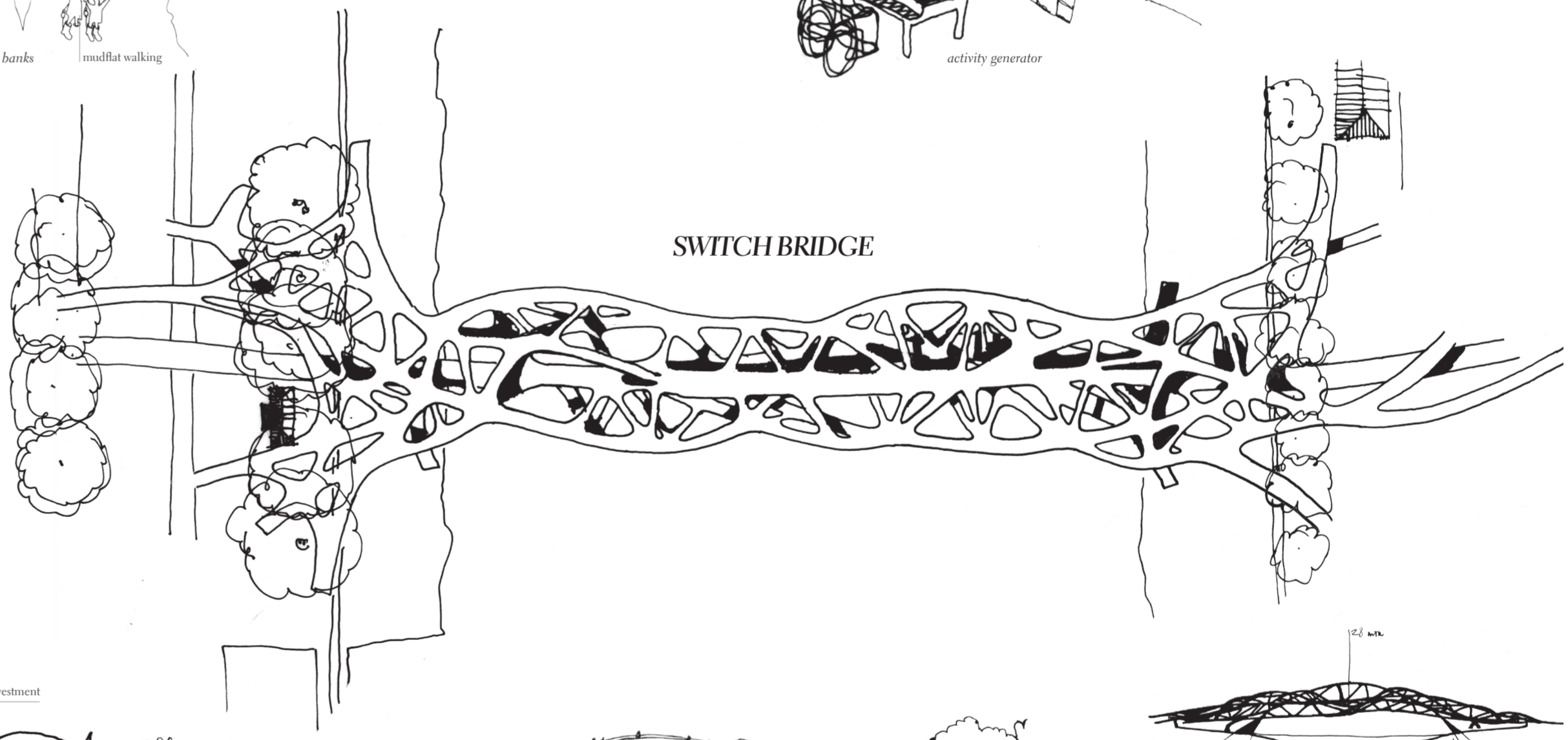
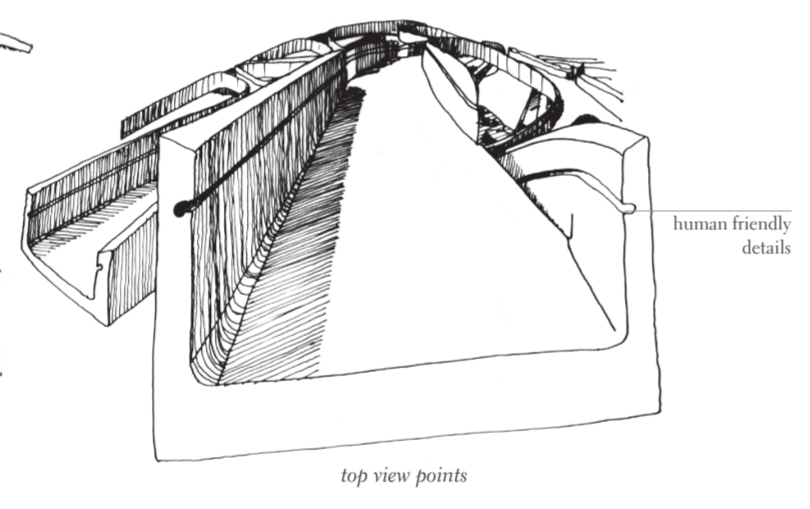
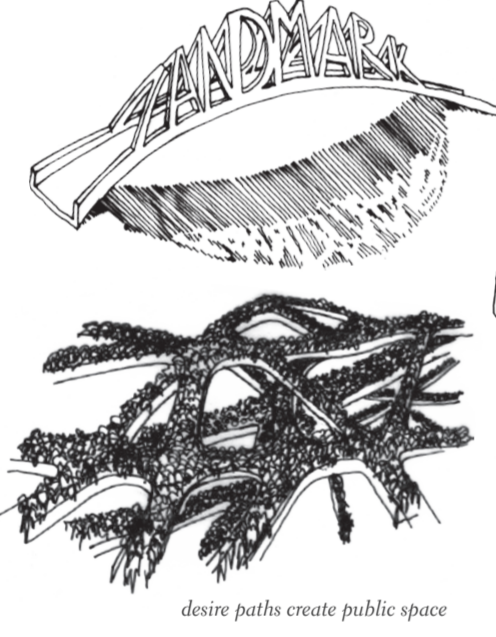
and spatial issues such as river clearance, building regulations, slope and bridge angles. The freedom of using the bridge and enhancing the amount of real public space will make it a true people's bridge. The river Thames with its tides, its banks and all its other qualities is also spatially connected to give the possibility of recreational use of the river banks and the quay. At the foot of the bridge a new park landscape

will be created that will differ from all the existing parks. The landing of the bridge facilitates the access of a park unknown to London. A tidal park where you have the richness of the estuary in the centre of the city and where you can walk on the muddy banks. The park can stretch between the Millenium Pier in the east and an old waterman stair in the west.



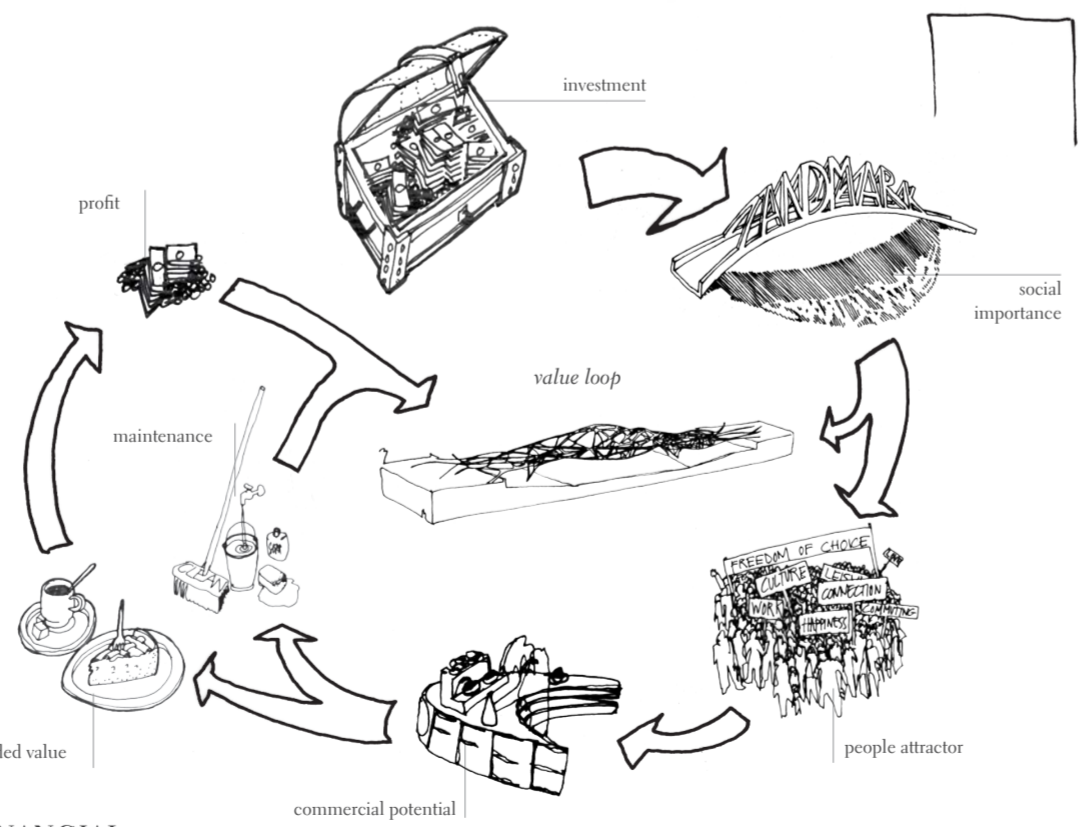
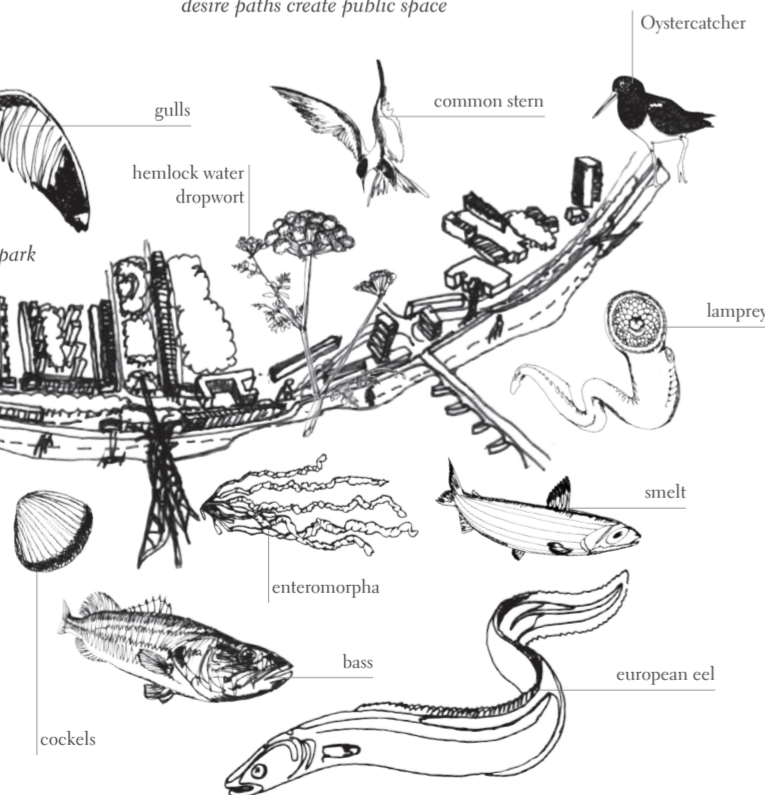
**ARCHITECTURAL**

The significance of a landmark can only be judged in the long term. And fairly, you never know how it eventually is going to work out. What the impact will be on local, regional, national, or even international level. Switch Bridge can be significant on a local and city level by creating multi-functional public space, improving biodiversity and by making a crossing that is based on desire paths. On national and international level it has significance because of its concept of using construction as paths and by the use of timber in such a big span bridge. By addressing all this different scales, combining the above mentioned concepts, its strong esthetic appearance this bridge can be of great significance for the city of London and its inhabitants.



**SUSTAINABILITY**

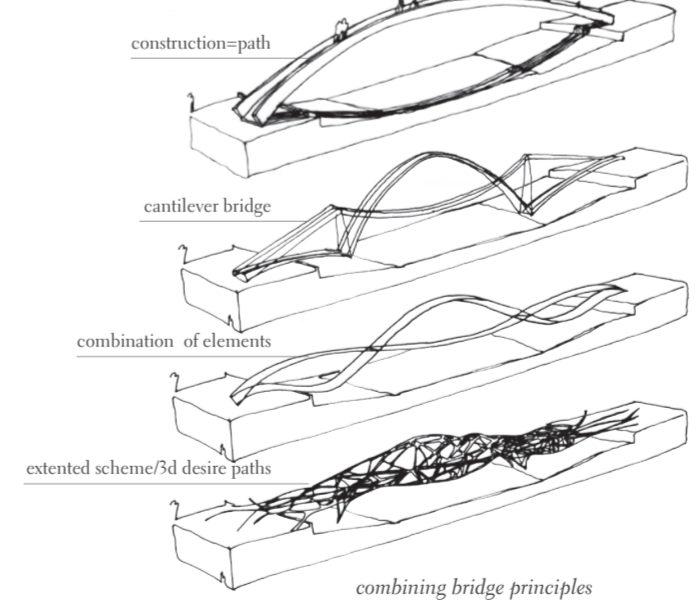
We find sustainability is not about reducing the negative ecological footprint, but about enlarging the positive one! Instead of being less bad, with the design of the bridge we add as much value as possible. The enhancement of social, economical, spatial, architectural and ecological value is incorporated in the design. This we've solved by making the bridge a stopping place with little shops, direct access from all main routes and the innovative way of separating paths on the bridge. Species of fish and birds can use this stretch of the river as a migratory corridor and passage between habitat. Juvenile fish (sea bass, European smelt, eel to name some) may use the gravel fixed by the bridge for refuge. Species such as cockles and gut weed may be present in the gravel and in artificial structures such as the foundation. The foot structures of the bridge and purpose built 'rafts' are useful as nesting place for the Common tern. Parts of the bridge above the flood line can provide resting places



**FINANCIAL**

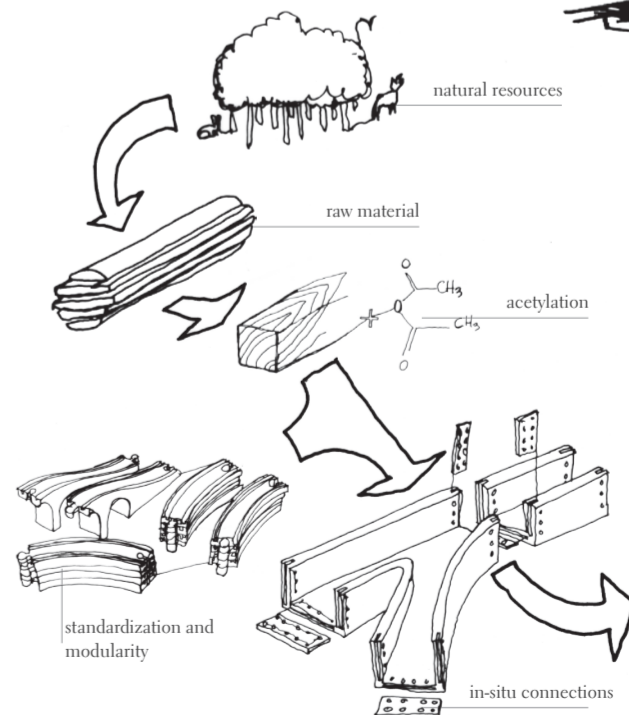
Our team has extensive experience in cost and programme management of construction projects, maintenance of bridges and other complex constructions. A significant proportion of this bridge uses timber elements assembled from 3 dimensional components. Cost estimation of such unusual elements is less certain than mainstream construction, but can be managed with expert timber construction advice which is available

within the team. However this bridge is not solely about costs; it is merely about creating value. Financial value by making commercial activities possible on the bridge. Also social, ecological, innovational and architectural value which might be harder to measure, but nonetheless very important in the overall scheme. The goal is to make a rich system were all of those values can thrive and prosper.

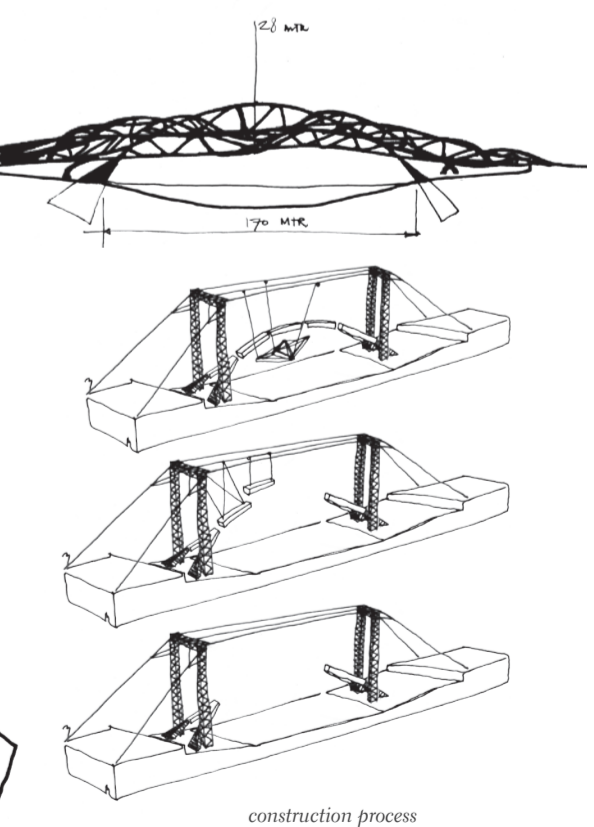


**TECHNICAL**

A single path bridge needs additional structures to support it. If you have multiple paths/bridges each of them are supported by the other ones. Thus there is no difference between path and structure on our bridge. One can walk or cycle on any of the main beams or trusses of the structure. The structural principle of the bridge is a megatruss made in a variation of a cantilever bridge with a suspended span with variable sections, achieving thus by far the largest wooden bridge in the world.

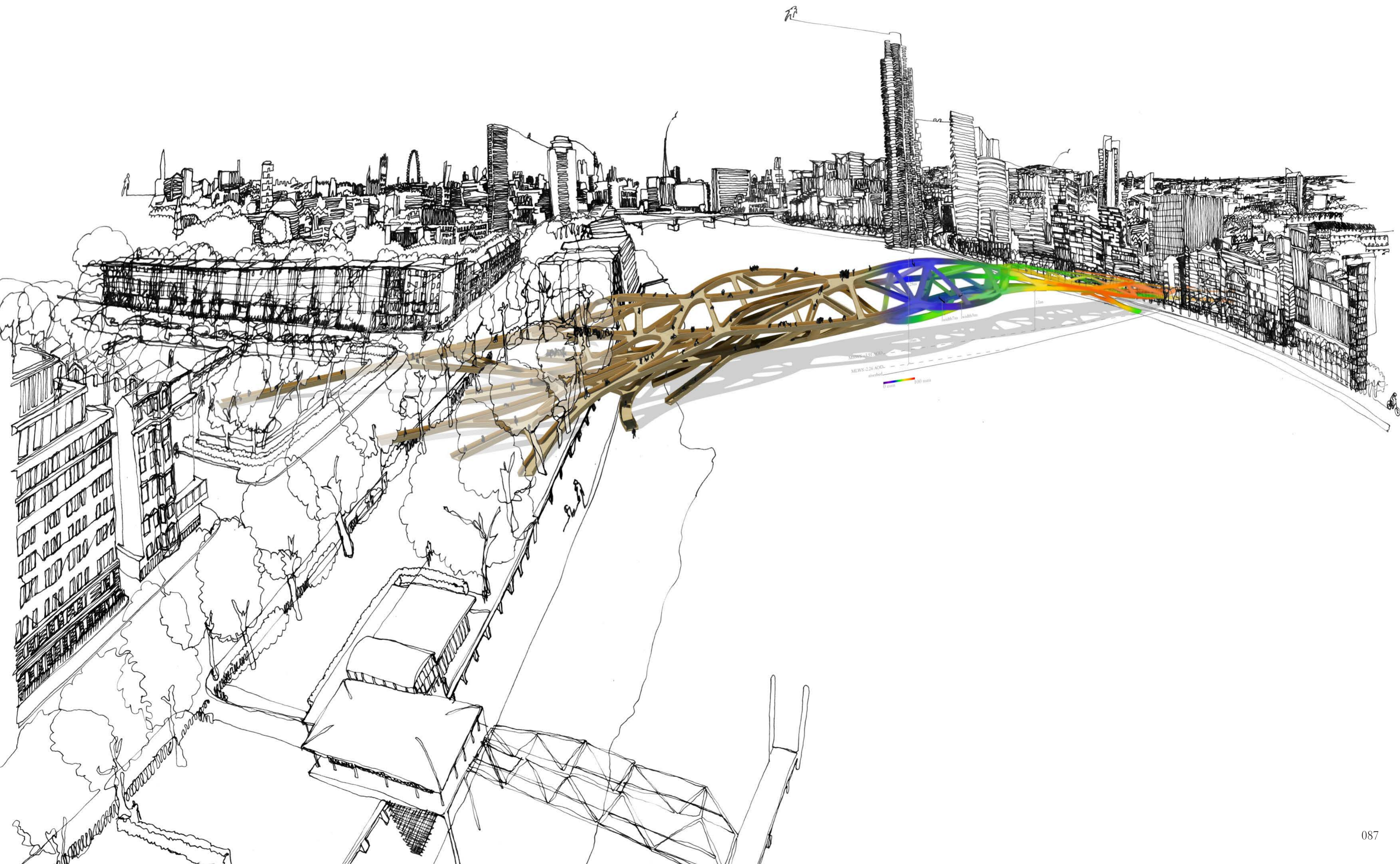


The material used is glue laminated Accoya, created through an environment-friendly, extensively proven wood modification technique -acetylation- ideal for intensive outdoor use with a very long life span and a minimum of maintenance. The timber is laminated in 3 dimensional structural elements of 15 meters length to be assembled by enlarged timber joint principles with steel plates on site. Besides easiness to assemble, the other advantage is that it's designed for disassembly.



This lowers maintenance costs and makes it easier to disassemble and recycle the bridge at the end of its life span. Another benefit is the use of relatively small structural parts which during construction makes it possible to build with minimal impact on river traffic. One could even think of the possibility of expanding the bridge in the future if developments require this. All these innovative solutions lead to a groundbreaking new form of bridge shape and engineering.







# Switch Bridge



People, that's what this bridge is all about. People and their life, behavior, sorrows, freedom, love and happiness. People and their city, their country and their world. That is why this preliminary design is a flexible concept to be discussed and enriched by all people involved. The concept of the bridge enables this. The desires of the people actually shape the bridge.

Freedom of choice is the starting point for the bridge design. From whatever direction you approach it, there is always a route and direct access to the bridge. Once you're on it you can change your route depending on your destination or mood. Place making is the second. The bridge will act as both crossing and public space. Multi-functionality and shared space are the key words for that. Small businesses such as coffee corners, small shops, newsstands and also meeting places are incorporated in the connections of the paths. The river Thames, with its tides, its banks and all its other qualities is also spatially connected to give the possibility of recreational use of the river banks and the quay.

A single path bridge needs additional structures to support it. If you have multiple paths/bridges each of them are supported by the other ones. Thus there is no difference between path and structure on our bridge. This bridge will be by far the largest wooden bridge in the world. The timber is laminated in 15 metre elements which make them easy to assemble. This will also make maintenance, disassembling and recycling easier. Other benefit is that during construction it will be build with minimal impact on river traffic.

The significance of a landmark can only be judged in the long term. What the impact will be on local, regional, national, or even international level? But, the Switch Bridge can be significant on a local and city level by making it

public space, multifunctional, improving biodiversity and by making a crossing that is based on desire paths. On national and international level it has significance because of its concept of using the construction as paths and separating them and by the use of timber in such a big span bridge. By addressing all this different scales, combining those concepts and adding beauty and elegance and all those other value on different levels, this bridge can be of great significance.

We find sustainability is not about reducing your negative ecological footprint, but about enlarging your positive ecological footprint! Instead of being less bad, with the design of the bridge we add as much value as possible. Adding social, economic, spatial, architectural and ecological value are all incorporated in the design. This we've done by making the bridge a stay place with little shops, direct access from all main routes, the innovative way of separate path on the bridge. Species of fish and birds may use this stretch of the river as a migratory corridor and passage between habitat. Sea bass, European smelt, Eel, Cockles, Gut weed, Common stern, Oystercatchers and Gulls are some them. And in the end it serves also sustainable criteria such as the use of sustainable materials and design for disassembly.

This bridge is about creating value. Financial value by making commercial activities possible on the bridge, but also social, ecological, innovation and architectural value which might be harder to measure, but not by any means to be neglected. Goal is to make a rich system were all of those values can thrive and prosper.