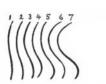
#### Challenge 1: Integrating cycle and pedestrian traffic

Like a penny in a slot machine the supporting bow-arch severs the bridge deck into two. This creates structural, aesthetic and traffic management advantages

Of the latter the bifurcation allows for a flexible approach:

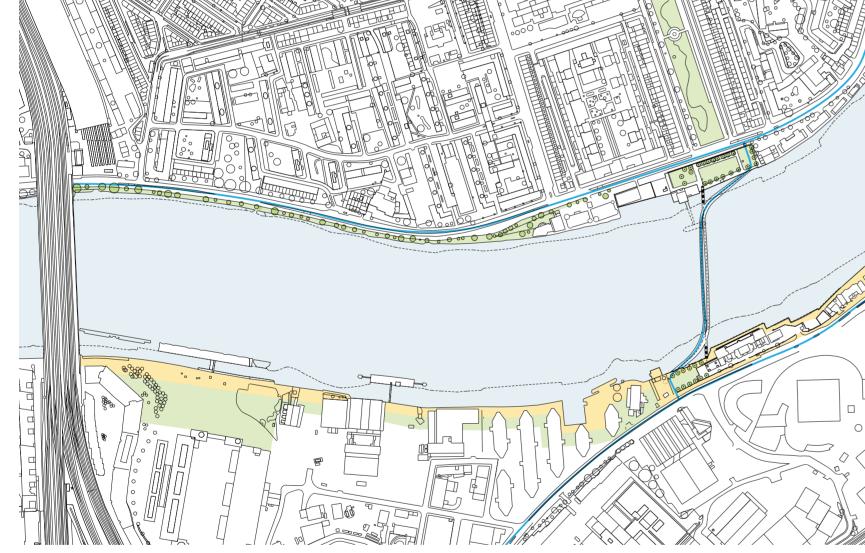


# Separated cycle and pedestrian lanes 2. Shared but directional lanes 3. Two segregated lanes with cyclists perhaps on the inner side. Our ramp and stair proposal negates the need for lifts. Illustration from Hogarth's The Analysis of Beauty

### Challenge 2: Place making across the bridge and at its landing points

The opportunity to develop a garden at the south bank should be considered to create a balance with Pimlico Gardens on the north bank, which leads to St Georges Square which is dominated by tress and urban gardens.

The rapid redevelopment of Nine Elms and Battersea Power Station, and the urban spaces between buildings are paramount to this proposal, and will be given focus by the landing of the bridge on the south bank.



- Linking future pedestrianisation and 'greening' of the southern bank
- A critical and safe connection between the northern and southern cycle highways

## Challenge 4: Approach to construction to minimise impact on river traffic

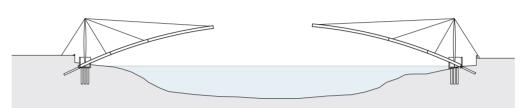
The structure of the bridge is composed of very simple elements: long spanning steel arches clear the navigable channel from which the steel bridge deck is hung.

The bridge deck serves to tie the arches towards their base. The arches spring from piled foundations in the river bed.

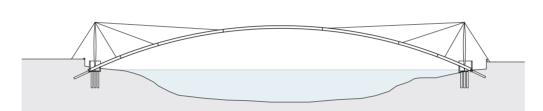
The sweeping plan form of the bridge serves to laterally stabilise the whole system.



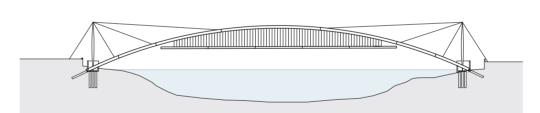
- Coffer dams in river
- Piled foundation
- Temporary support



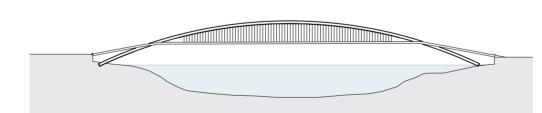
- Arch erection



- Complete arch



– Hang bridge deck



- Complete bridge
- Strike temporary works

#### Challenge 3: Height across the river and the inherent access issues

Ramped ends counterflow from south and north, maximising the span, which in turn minimise the need +25.00 A.O.D for river piling. +6.30 A.O.D +11.00 A.O.D +4.30 A.O.D APPROX 170M +0.00 A.O.D NORTH BANK SOUTH BANK

