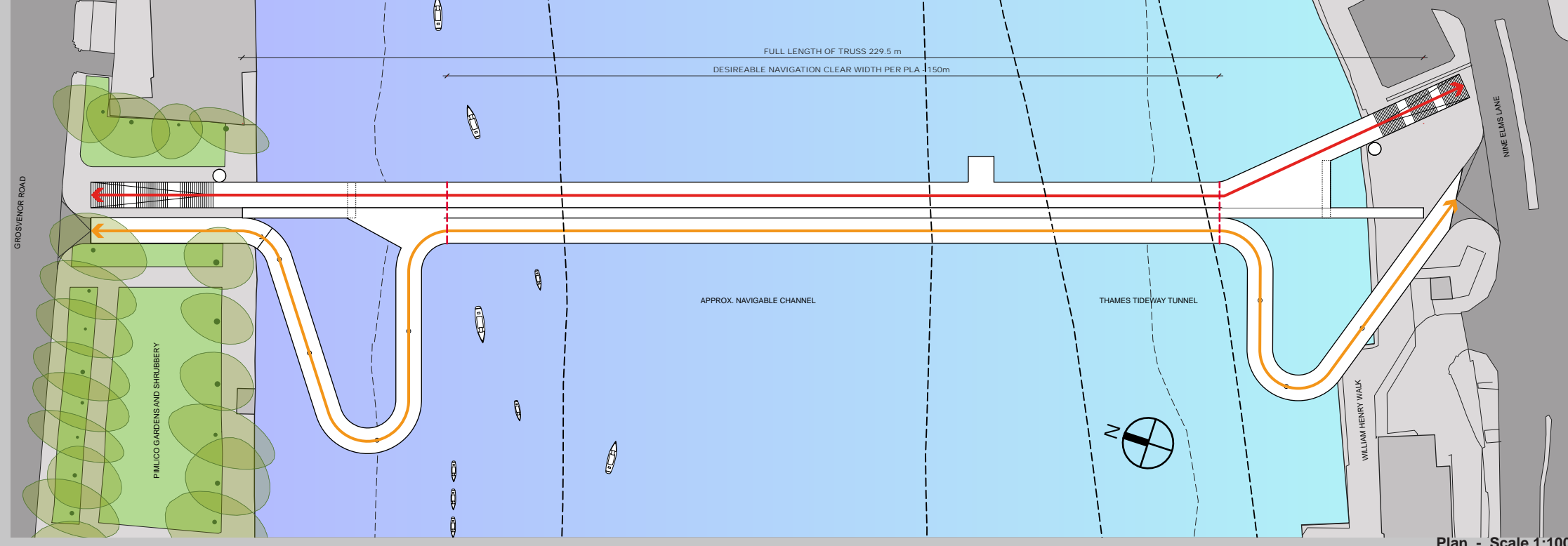
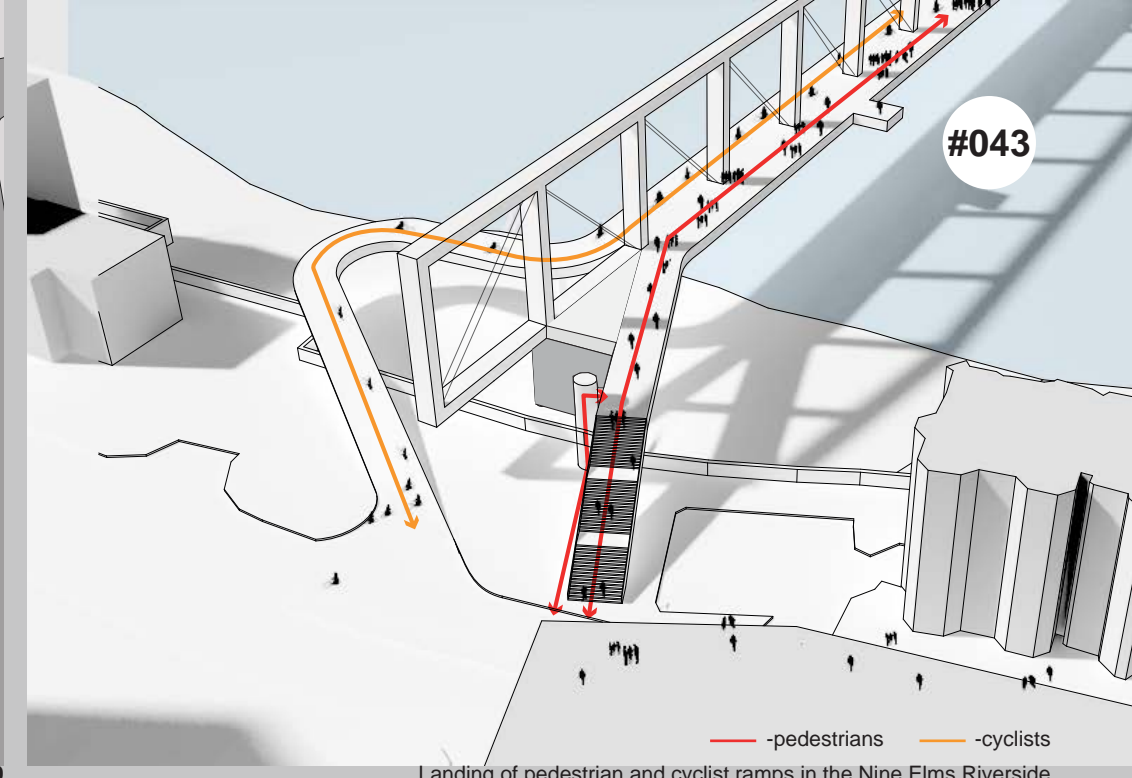


Landing of pedestrian and cyclist ramps in the Pimlico Garden



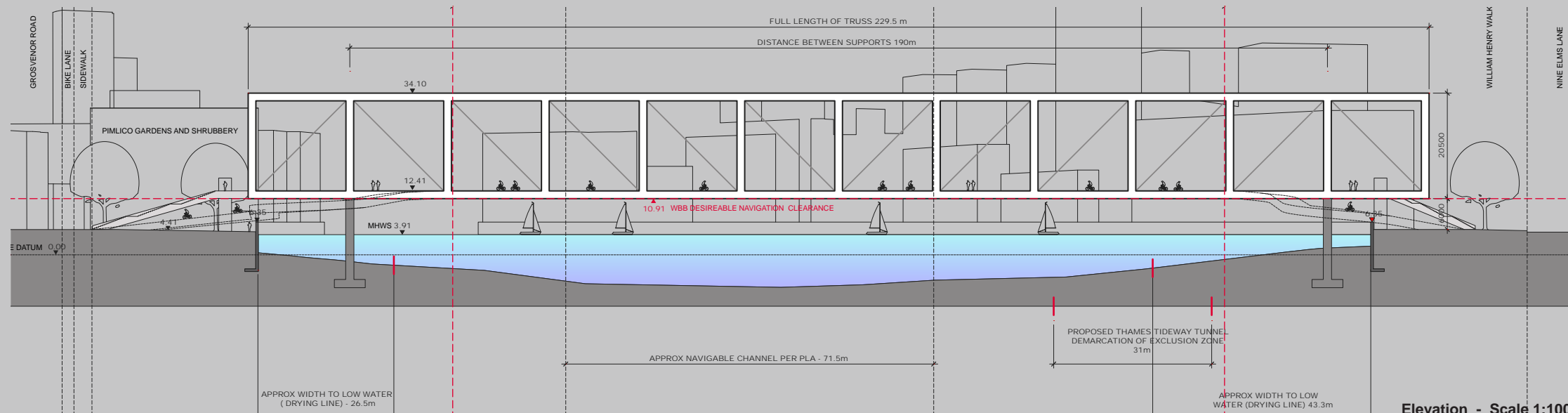
Plan - Scale 1:1000



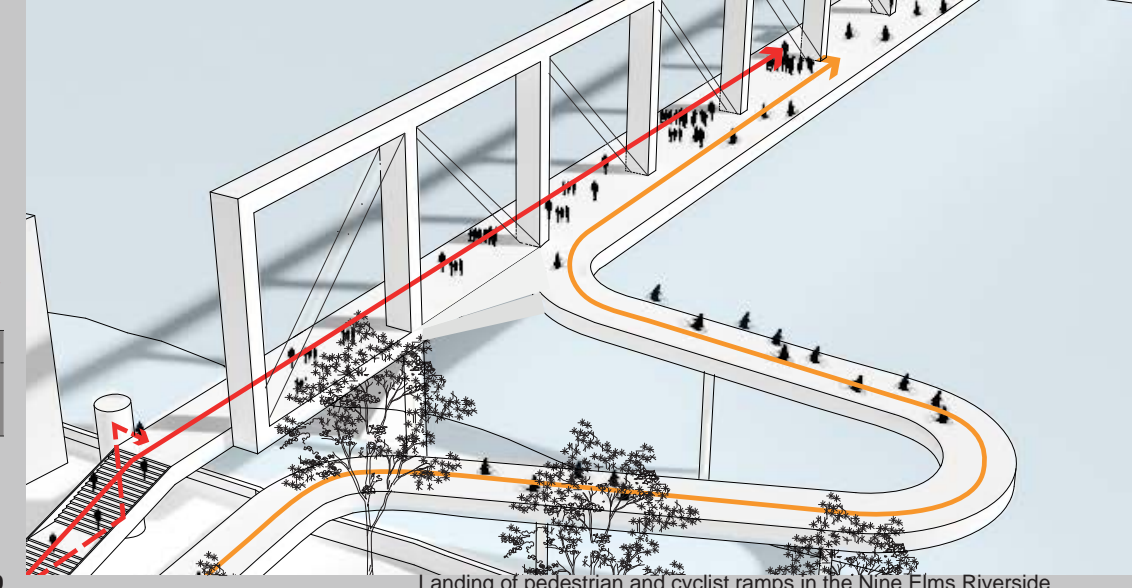
Landing of pedestrian and cyclist ramps in the Nine Elms Riverside



Landing of pedestrian and cyclist ramps in the Pimlico Garden



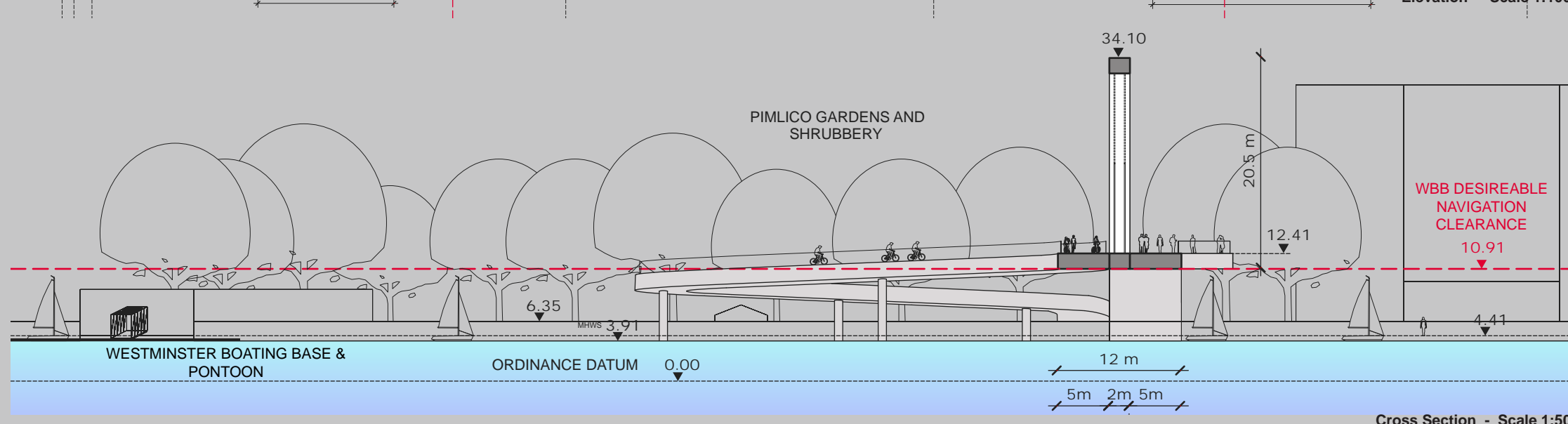
Elevation - Scale 1:1000



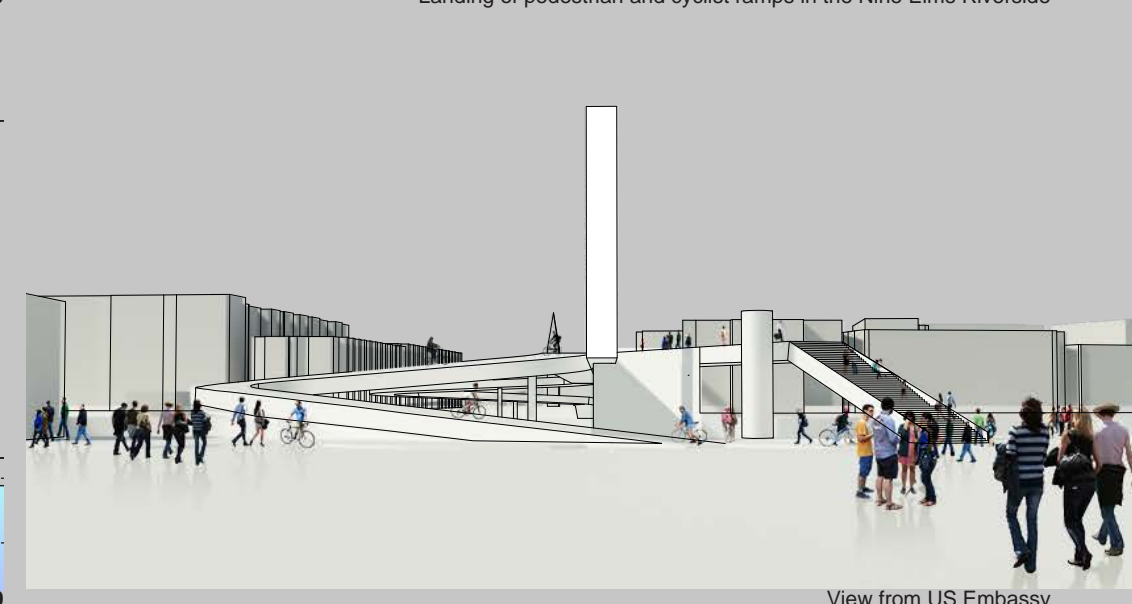
Landing of pedestrian and cyclist ramps in the Nine Elms Riverside



View from St. James Square Garden



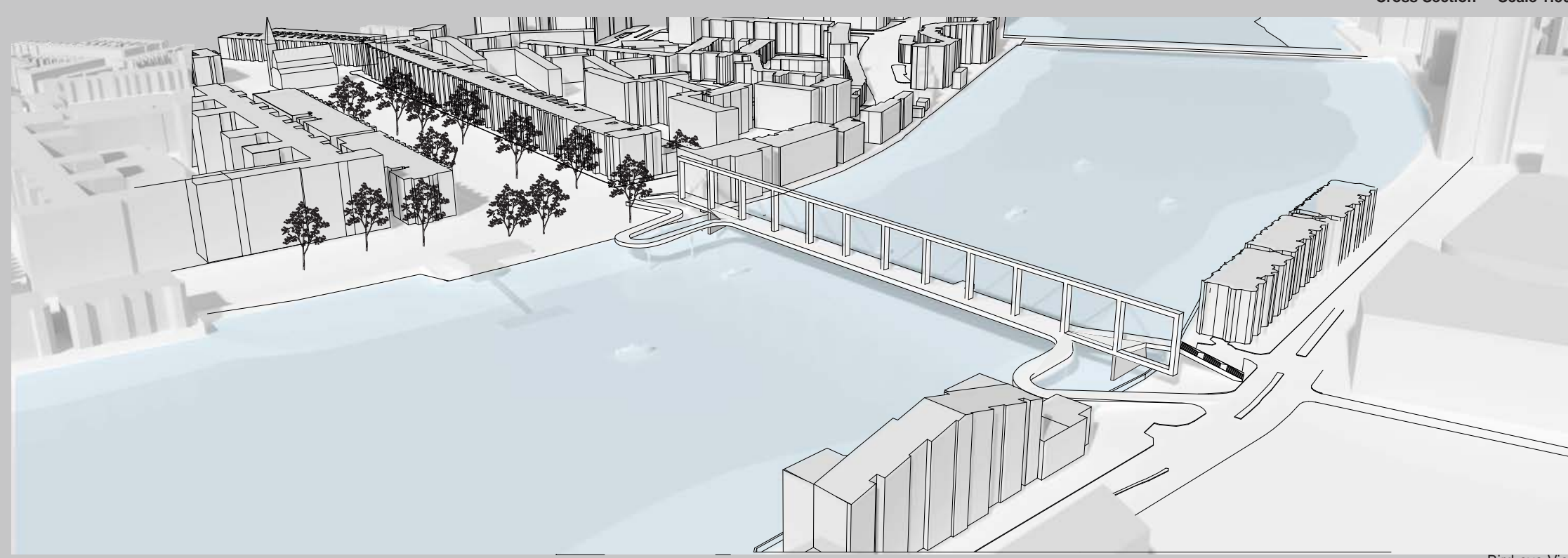
Cross Section - Scale 1:500



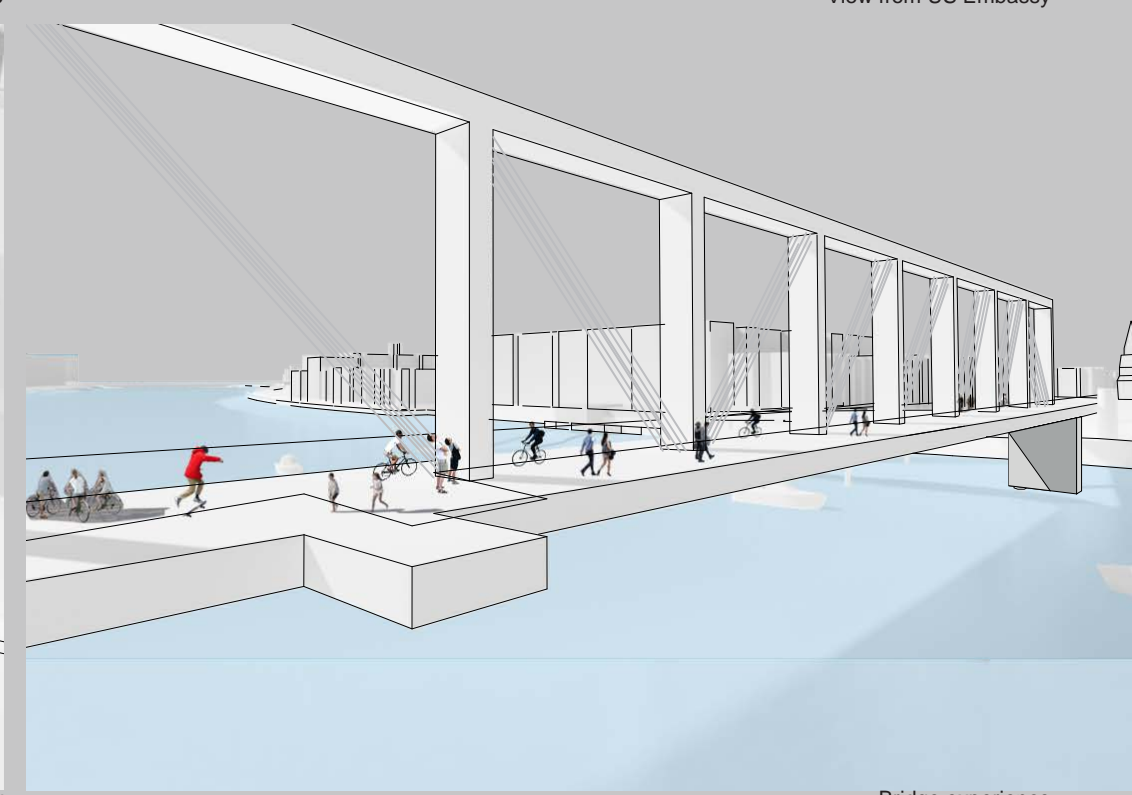
View from US Embassy



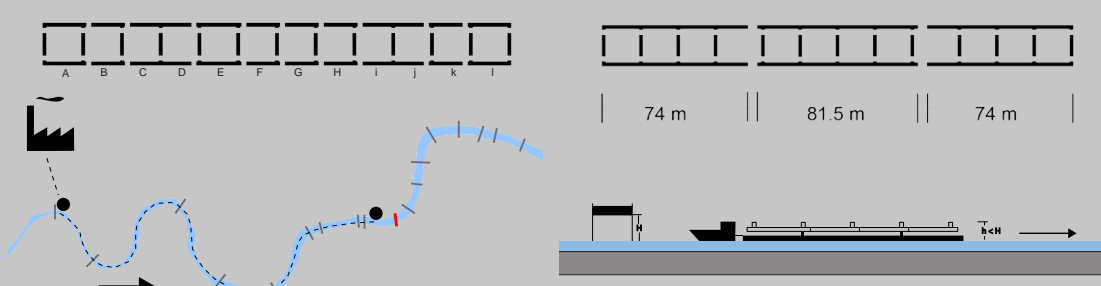
Framing the city



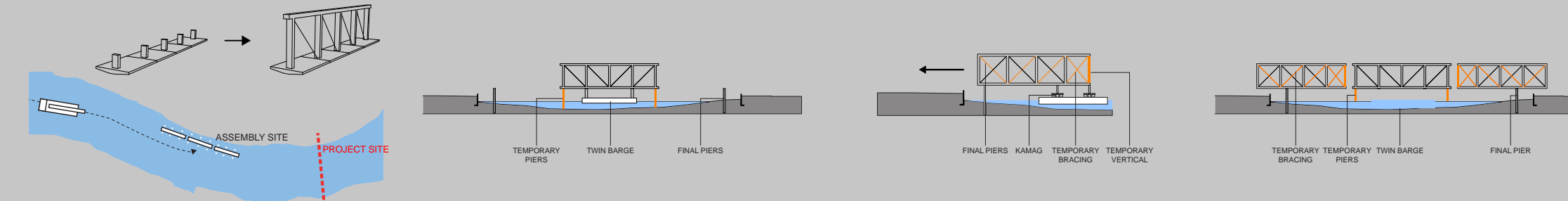
Bird-eye View



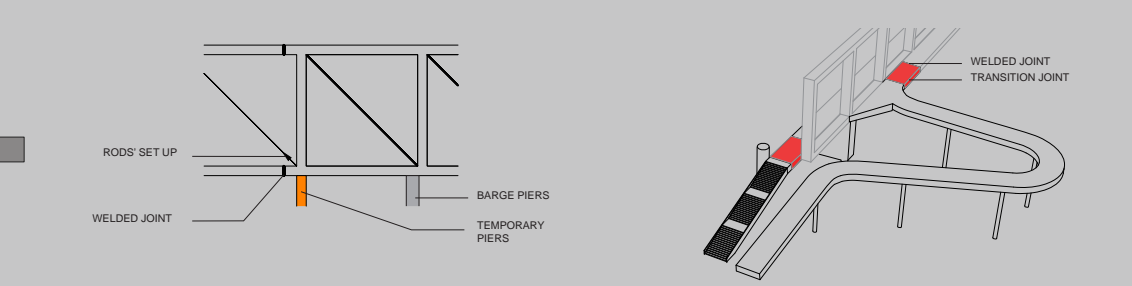
Bridge experience



1. THE ENTIRE BRIDGE IS PREFABRICATED IN SMALL ELEMENTS OFFSITE IN A FACTORY. ALL THE PARTS ARE TRANSPORTED TO A SITE CLOSE TO THE RIVER.
2. HERE, ALL THE SMALL ARE ASSEMBLED IN LARGER ELEMENTS WHICH ARE THEN TRANSPORTED THROUGH BARGES CLOSE TO THE PROJECT SITE.



3. CLOSE TO THE PROJECT SITE, THESE ELEMENTS ARE ASSEMBLED INTO THE THREE MAIN SECTIONS OF THE BRIDGE.
5. THE CENTRAL SECTION IS SET UP BY BARGE ON TEMPORARY PIERS. THE CENTRAL NAVIGATION WIDTH IS ONLY OBSTRUCTED FOR FEW HOURS.
6. ONE SIDE PART AT THE TIME IS THEN SHIFTED ON THE PERMANENT PIERS WHILE BEING STABILISED BY TEMPORARY BRACING.
7. THE TWO SIDE PARTS ARE SET UP ON THEIR FINAL POSITION IN THE AXIS WITH THE CENTRAL PART, STILL LEAVING THE THAMES NAVIGABLE.



8. THE THREE PARTS ARE WELDED TOGETHER AND THE RODS ARE TENSED AND CONNECTED. THEN, THE CENTRAL TEMPORARY SUPPORTS ARE DISEMANTELED.
9. FINALLY THE RAMPS AND THE STAIRS ARE ASSEMBLED LEAVING A GAP FOR HEIGHT TOLERANCE WHICH IS THEN FILLED AND WELDED AT LAST.





NINE ELMS to PIMLICO BRIDGE

For decades bridges have served as an opportunity for architects, engineers (and sometimes even artists) to demonstrate their virtuosity. Impressive as some of the results may be, it seems that no bridge today can be conceived without turning it into an icon – ‘a landmark’ – making the line-up of recent bridges a vanity fair much like the line-up of recent high-rise buildings.

Bridges are ‘landmarks’ by definition, irrespective of the extravagance of their structures. Their *raison d’être* resides ultimately in what they enable (a shorter journey from A to B), not in the way they present themselves. True beauty for a bridge is likely to be found in under- rather than over-statement.

Rather than adding a new structural ‘tour de force’, this bridge opts for simplicity. A single truss spans the distance between Pimlico and Nine Elms, between the North and the South bank of the river Thames. The footpath and the bicycle path are organized on either side of truss, creating a symmetrical cross section.

The diagonal bracing of the truss is reduced in size, to the point where it becomes (practically) invisible, creating a *trompe l’oeil* in terms of which structural solution is actually being applied. From afar the bridge appears like a single *Vierendeel* truss; only on approach – as a form of reassurance to those who (are about to) cross – does the real structural principle manifest.

The structure of the bridge itself is not meant to be the object of focus. Instead it is designed to create a new perception of the surroundings, like a series of picture frames that capture the existing and emerging context of London. With the new bridge, both river banks become a set of ever changing stills.

The bridge is located at the crossing between Nine Elms Riverside (US Embassy) and Pimlico Gardens (Location 1) as this crossing provides the most direct shortcut between pedestrian and bicycle traffic on both sides of the river. Essentially connecting public spaces on either side, it also allows for the bicycle ramps to land without interfering with private neighbors.

However, should a different location be preferred, the single truss concept of the bridge can equally be applied in all of the proposed locations as pedestrian access and bicycle ramps can be adapted to suit the specific conditions of each location.

The trajectory of the bridge is aligned with the orientation of the St. James terraces, enhancing the St. James conservation area axis. The bridge spares the existing riverfront views, including those of Pimlico Gardens and St. James Park.

A single compact landing no wider than the bridge itself, keeps most of the garden as public space. The existing Caretaker’s Hut is preserved as are the listed trees in the garden with the exception of one, which is relocated within the garden itself.

